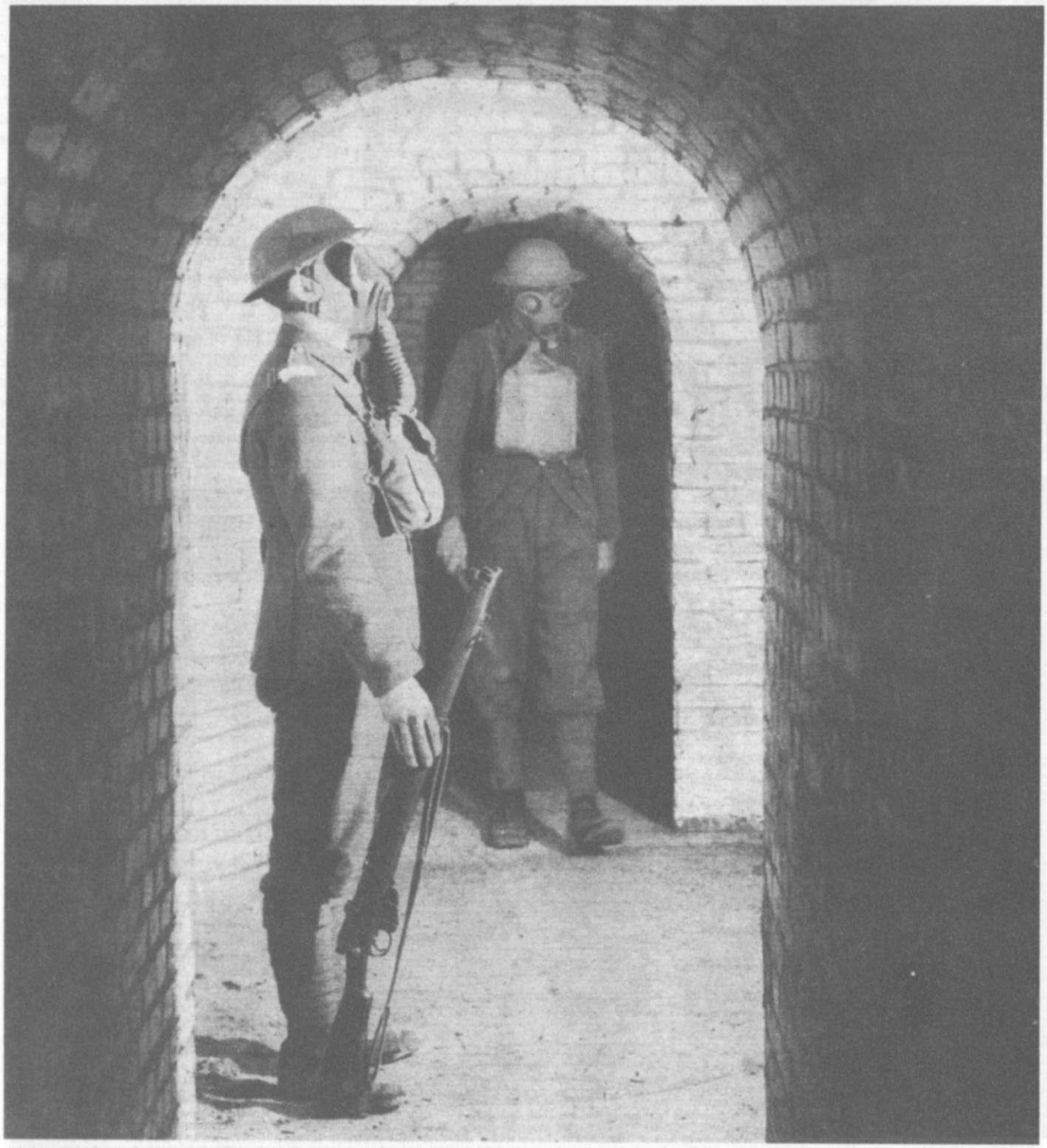
The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 13



"Be Prepared" is the watchword of the armies on the Western Front, both British and French, and even in the long lull that followed the declaration of war no possible precaution against a sudden onslaught by the German army was neglected. Here in some of the underground fortifications on the sector of the front line occupied by the British troops an officer is going his rounds inspecting the sentries. Both officer and sentry are wearing gas masks—further preparation for the "real thing."

Photo, British Official: Crown Copyright

Once More the Great Adventure is Delayed

Indecision is still the order of the day in Hitler's camp. To attack on the West, or not to attack? Hungrily he spied out his enemy's line, and once again retired to his Chancellery, the great question unresolved.

NOVEMBER 11, the anniversary of the day in 1918 on which Germany was handed the humiliating cup of the Armistice, was chosen by Hitler to be the day on which Nazi Germany should deliver a smashing blow against her enemies on the West.

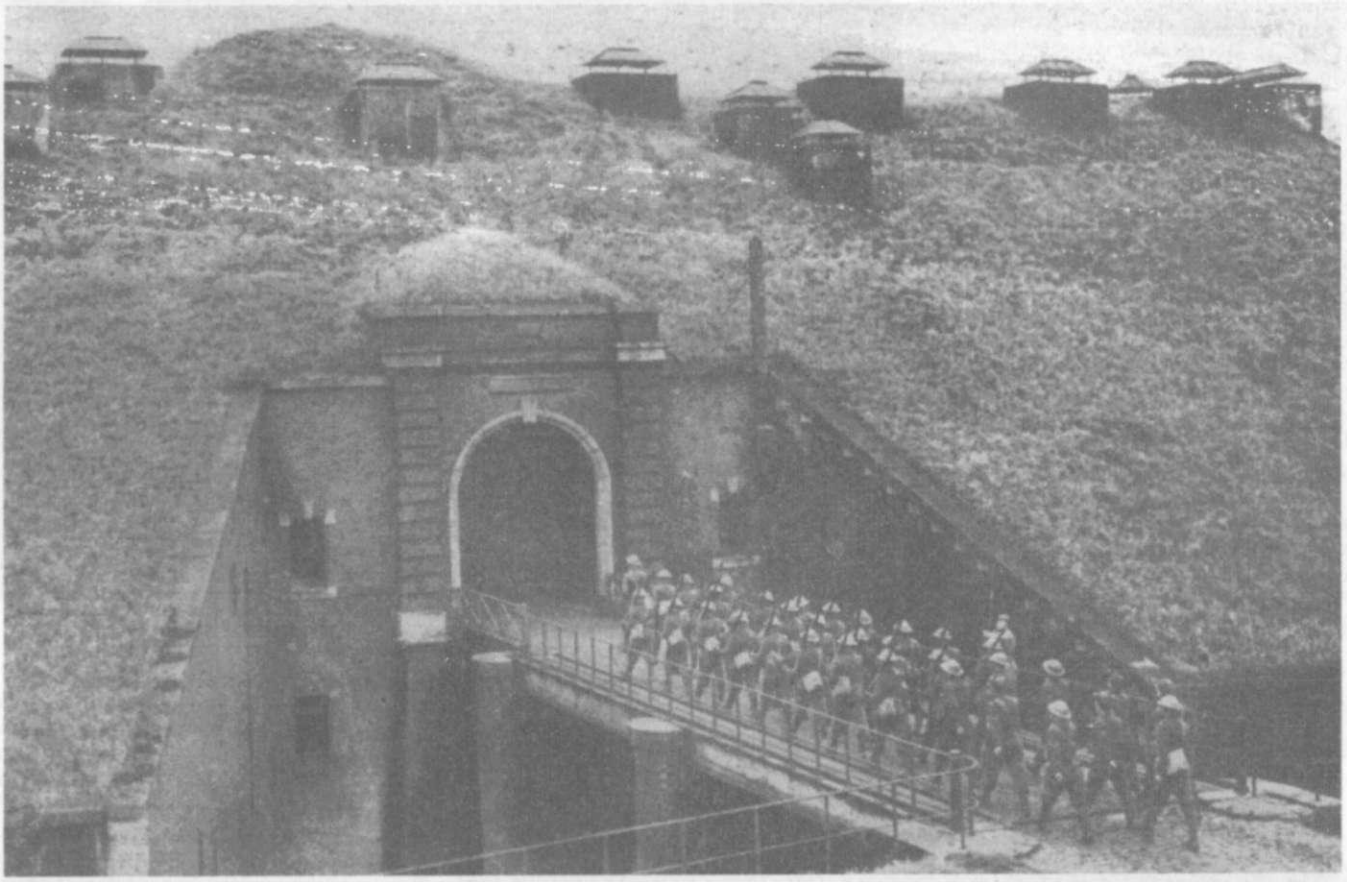
With almost absolute certainty the French High Command have been able to announce that between November 11 and November 14 the Germans had planned to attack along a front extending from Holland to the Upper Rhine. Over a million men were massed in and behind the Siegfried Line. The time of zero hour had been fixed. Every commander had received his orders; the mechanized columns, the fleets of tanks, had been instructed as to their line of route; the batteries had their targets plotted; the airmen were standing by. Everything was ready for the opening of the "Blitzkrieg" on the West. Only one thing was lacking—the word of the Fuehrer which should launch this mighty armament into the flames of battle. But Hitler let "I dare not, wait upon I would," and the moment chosen for the great adventure passed.

Why was it that, for the first time in his career of bluster and aggression, Hitler halted his army when in effect it had been given the order to march? Perchance it was because his generals counselled caution and delay. According to details of the plan which trickled into publicity, Holland and Belgium were to be invaded and overrun by vastly superior forces equipped with all the latest machinery of modern war. One version has it that Holland was to be attacked first, in order that the Nazis might establish aerodromes and submarine bases for the better prosecution

The last outpost of a French town which lies only a few hundred metres from the German frontier is seen immediately above. The town has been evacuated and the houses are empty, while across the street, once a busy thoroughfare, a sandbag fortification has been built and is guarded night and day by sentries. The deep cellars of the houses have been used as dug-outs for the men who man the position. The top photograph is a close-up and shows the soldier seen right in the lower photograph, lying prone on the look-out, while another emerges from a cellar converted into a machine-gun post.

Photos, Courtesy of the French Embassy

French Forts Held by the Men in Khaki



The deep dug-outs which the warring armies occupied in the last war were a late development, and even then they were primitive shelters compared with the vast network of underground works of today. After the Franco-German war, 70 years ago, France built strong forts on her Western Front and they are once more being used. Some of these forts are now held by the British Army, and, above, British soldiers are entering one of these great structures of brick and earth. Below, British soldiers are being inspected in one of the passages of the fort.

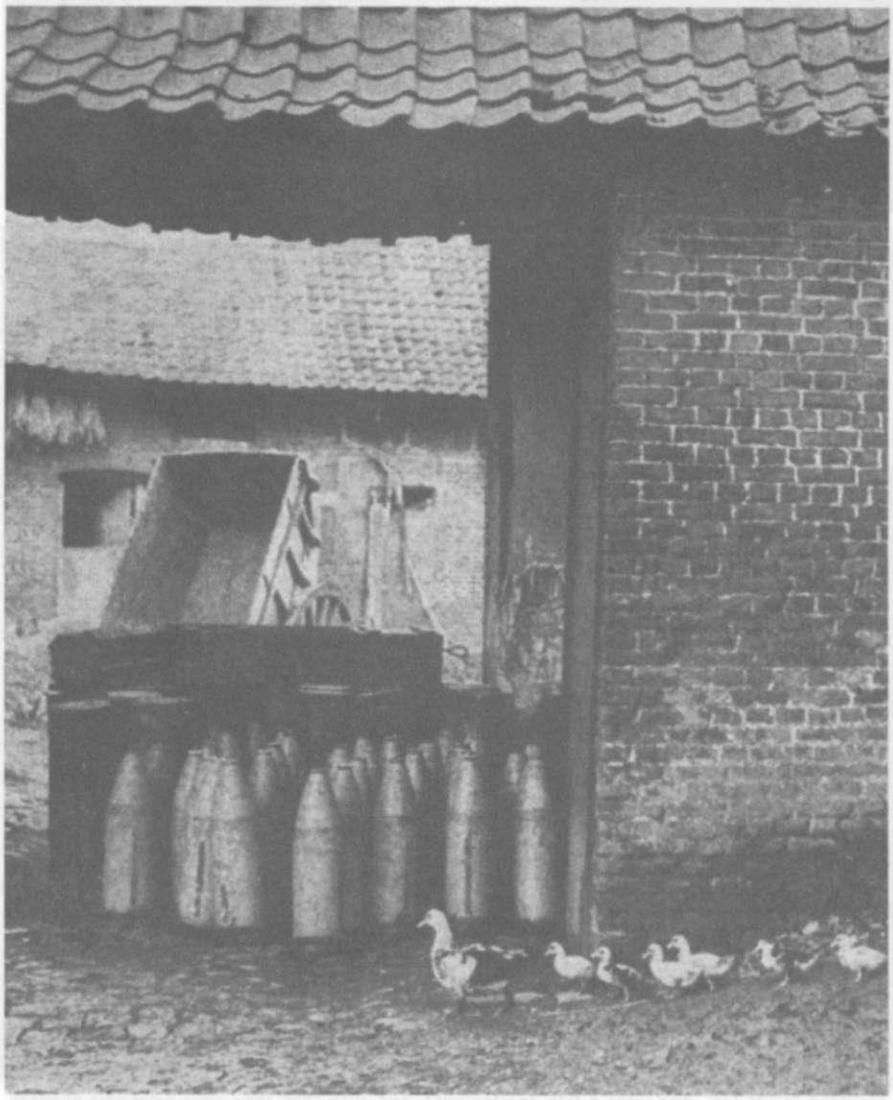
Photos, British Official: Crown Copyright

of their war against England. It was confidently expected that Belgium would not go to the help of her little neighbour, and that if Britain and France attempted to do so across Belgian territory, this violation of Belgian neutrality would meet with armed resistance on the part of the Belgian army.

But on the very eve of the day chosen for the lightning stroke—on November 10, that is—the German ambassador in Brussels telephoned his Government in Berlin to the effect that the Belgian Cabinet, under the Presidency of King Leopold himself, had just resolved that if the German advance through Holland was directed south of Nijmegen, and especially across Dutch Brabant, Belgium would order immediate general mobilization and declare that her own security was threatened.

In the light of this report it is easy to believe that the German High Command may have asked for further consideration of the plan of campaign. To overrun Holland was one thing; but to have to meet not only the Dutch army,

As the winter draws on the British soldiers who were town dwellers have found amidst much that is unfamiliar in French towns one figure that reminded them of home—the roast-chestnut man. He finds good customers in these soldiers.



Many French farmers and their wives remember the last war. Once more there are strange objects in French farmyards, and here in an outbuilding the British Army has made a small ammunition dump, but it may be taken that it no more perturbs the people of the farm than it does the ducks on their way home from the pond.
Photos, Keystone, British Official: Crown Copyright

supported by sea and air from Britain, but the Belgian army, would be quite another. Moreover, if Belgium came in, the door would be open to the march of French and, more particularly, British armies across the Low Countries. It was well known that the British Expeditionary Force was assembled behind the Maginot Line ready to be dispatched at a moment's notice to the zone of active operations.

Again, the hesitation of the generals may have been buttressed by the advice of the diplomats. Unprovoked aggression against Holland, let alone Belgium, would arouse the fiercest hostility in the United States, in whose national fibre Dutch elements are so conspicuously worked.

Yet another reason for the delay may be advanced—cracks in the facade of the Nazi mansion. Only two days before there had been the extraordinary episode of the bomb in the Munich beer cellar; there was barely-contained insurrection in Czecho-Slovakia; there was grumbling in Austria, and many evidences of deep-seated hatred in Poland. In spite of all the efforts of Himmler's men, criticism of Hitler and his policy was making itself heard. Only a military check might be required to unloose boundless stores of simmering revolt.

Whatever the reason, the chosen day passed as uneventfully as any of its predecessors. Once again the communiqués reported nothing but inactivity on the Western Front. Hitler, it was becoming increasingly apparent, had lost the initiative. Gone were the days of lightning strokes against little peoples far from effectual aid. Now every step was filled with danger, and vast hosts, called into existence by Nazi aggression, waited in easy confidence for the delivery of the onslaught.

'Vivent les Guards!' as They March Through Paris

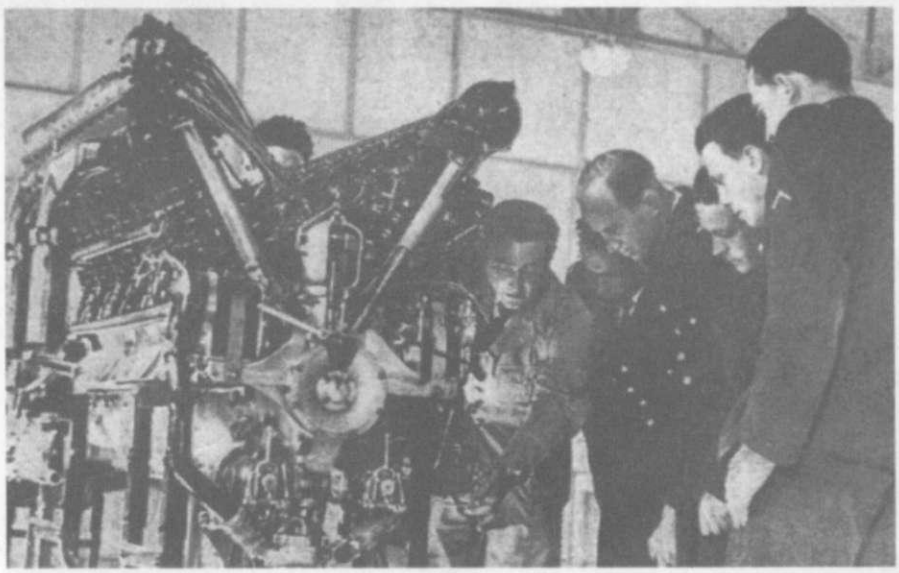
In the photograph top left a flower girl is pinning a flower to the tunic of a man of a detachment of Welsh Guards marching through Paris. His embarrassement is due to the fact that the wearing of emblems by soldiers without permission is strictly against King's Regulations. Grenadier Guards took part in the Armistice Day celebrations at the Arc de Triomphe this year, and in the photograph top right the French Minister of Pensions is in conversation with a British officer. Below, the Grenadiers are marching past the church of La Madeleine.

Photos, Associated Press and Sport & General

Young France Prepares for Air Battle

This French pilot is typical of the gallant airmen who, in the greatest air battle of the war so far, engaged 27 enemy aircraft with only nine 'planes and brought down nine of the enemy machines (see page 362).

As in the British Air Force, the young French airman in training first learns his marksmanship with a photographic gun which records the "hits" he has made. The learner, above right, is making such a flight with a camera-gun. Immediately above a beginner is being flagged away.



In the photograph immediately above, an instructor is pointing out the features of a big 12-cylinder aero-engine to officers under training. It was to a similar type of French engine that the first successful "motor-cannon," or shell gun, firing between the arms of the "V," was fitted. These guns are now standard armament on many Continental aircraft.

Photos, Robert Capa

THE French Air Force (L'Armée de l'Air) has made remarkable strides during the past year. The crisis of 1938 revealed that while the personnel showed the same gallant spirit as that of 1914–1918, the output of machines had fallen behind. Many military aircraft on which the pilots were trained were out of date, and they were not being rapidly replaced.

As soon, however, as the workers in the aircraft factories realized what their country needed, they set to with a will. All differences were forgotten, and hundreds of aircraft characterized by the fine workmanship and engineering skill of French mechanics were soon being turned out. Now French machines are among the best in the world, and the men who fly them have proved their prowess over and over again.

An official announcement on Nov. 15 was to the effect that French airmen had carried out 260 reconnaissance flights, besides 100 other missions in the air, and had shot down 24 enemy 'planes with the loss of only eight.

Bombers of the New French 'Army of the Air'

Though French airmen were, and are, famed as dashing pilots of fighter aircraft, they are just as efficient when they fly the big bombers of the French Air Force. Above is a scene in the capacious pilot's cabin of such a machine, with one young Frenchman, map in hand, at the controls, and two of his comrades on the "ground floor" also at work. Early in the war a decree lowered the minimum age limit for recruits to the Armée de l'Air from 18 years to 17 years.

Photo, Robert Capa

Poland Tastes the Bitterness of Defeat

No longer a belligerent, Poland remained the war's most tragic victim. Under the invader's heel a brave people writhed—and stored up vengeance for the morrow.

After the fire and sword of the battle there came in Poland the officially-directed looting and ravaging, the sneaking of the spy, the inquisition of the Gestapo, the crack of the overseer's whip, the clanging of the fast closing door in the dungeon of fortress and prison. "We Germans," said Herr Forster, the Danzig Nazi leader in a speech at Torun, "we Germans will take revenge for all that Poles have done to us. We shall never repeat our old mistake of being guided by toleration and sentimentality. We shall act ruthlessly."

Certainly it was with a ruthless brutality even surpassing that shown by the Kaiser's bullies a generation earlier that the Nazis set about the systematic suppression of everything in Poland that savoured of independence. There was the deliberate organization of human misery on a huge scale. Tens of thousands of innocent folk were driven from their homes without compensation and on the eve of winter in order that room might be made for those Germans who had been "called home" by the Fuehrer from the Baltic States. The "apathetic Poles" who showed no eagerness to co-operate with the Nazis were driven to work by force. On the heads of the Jews—and there are many Jews in Poland—contumely of the most foul and humiliating kind was heaped; the Poles were treated as a conquered people, but the Jews as pariahs hardly worthy of the human name.

In the former capital terrible conditions still reigned. Now reduced to the status of a provincial town, Warsaw bore on every hand the indelible traces of its siege. Most of the principal streets were partly in ruins, and amongst the places largely destroyed were the opera and two other theatres, the National Museum, the royal palace and the chief railway stations. On the pavements sinister crosses marked the burial places of persons killed in the bombardment, and gardens, too, had been transformed into graveyards. A curfew at seven o'clock in the evening drove the population into homes from which wireless sets and telephones had been seized by the Nazi authorities. Food was scarce and of poor quality, and the Polish population, and still more the Jewish, were suffering from privation if not from actual starvation.

Expelled at Three Days' Notice

Conditions in Gdynia—renamed by the Nazis Gotenhafen—were even worse, for this model city on the Baltic, proudly looked upon by the Poles as a monument of their regained nationhood after the Great War, was now compulsorily emptied of its Polish population and turned over to the use of German immigrants from the Baltic States. Three days' notice was given to the Poles to leave the city, and no householder was allowed to take away anything more than personal belongings. The houses and flats had to be left in good order with the keys in the doors ready for the arrival of the new occupants. It may be noted, however, that before the newcomers arrived, agents of the Gestapo made a thorough search of the dwellings and removed therefrom practically everything of value over and above the bare furniture and hangings. Most of the Poles were taken to places in the interior of the country, though some who could find nowhere to go were herded in barracks outside the city.

In Russian Poland conditions were on the whole rather better. No whisper of Polish or Ukrainian nationalism was permitted to be heard, but the Poles, if they were regarded as Russians, were at least treated as such. Furthermore, there was no such shocking discrimination against the Jews as was witnessed in Nazi Poland. The process of Sovietization was carried out gradually and the Russian officials exerted themselves to win the good will of the populace.

The Communist cyclist canvassers in the top photograph are parading the streets of Bialystok, a town of that part of Poland occupied by Russia, before the plebiscite held to decide whether White Russia should be included in the U.S.S.R. Immediately above, Polish soldiers taken prisoner during the German campaign are at work on the land under an armed guard.

Photos, Wide World and E.N.A.

Strange as it may seem, guerilla fighting was still going on in various parts of the country. In some places German soldiers and officials took good care not to go out alone after dark for fear of being ambushed. Occasionally Polish bands of irregulars successfully attacked detachments of Nazis on the march. In the mountainous country of the Carpathians, Polish troops still refused to submit to the invader, whether German or Russian. Even in the completely occupied territory there was underground activity—that activity of a conspiratorial nature in which the Poles have been perfected during more than a century of repression. Whatever the appearance to the contrary, then, the Polish spirit was still unbroken.

Prague under the Bully's Bludgeon

Hard indeed is the lot of the people of Czecho-Slovakia, who, after but twenty years of freedom, are now subjected to a tyranny far worse than that of the Austrian Kaiser. Yet they are not without hope.

Dr. Emil Hacha was chosen President of Czecho-Slovakia on November 30, 1938, immediately after the Nazis had declared the country to be a German Protectorate.
Photo, Planet News

FOR twenty years October 28—the anniversary of the day in 1918 on which the national Council of the Czechs and Slovaks took over the government of Bohemia, Moravia, and Silesia, on the collapse of Austria-Hungary—was celebrated in Czecho-Slovakia as a day of national thanksgiving and rejoicing. Even in 1938, when the humiliation of the Munich Conference was so recent, the celebration was marked by the usual ceremonies and festivities.

Came 1939, and now Czecho-Slovakia was no more. Moravia and Bohemia had been overrun by the Nazi armies and declared German Protectorates—part of the German people's "lebensraum." Prague, the ancient centre of the Czech people, was no longer a capital but a provincial city all too obviously dominated by German might.

As in previous years, the day was set apart for visiting the national monuments and the tombs of the heroes of Czech history. The public vehicles went empty along the streets, and the shops, too, had hardly a customer. In spite of the order that absence from work would be considered as an act of sabotage punishable by German military law, large numbers of the workers left their factories and assembled for the usual parade.

At noon a crowd of many thousands had gathered in the central boulevard of Prague. The demonstration was entirely peaceful, and the Czech police had the situation well in hand. A little later, however, a band of Sudeten German youths started a scuffle with a procession of young Czechs wearing tricolour badges and peaked riding caps such as President Masaryk used to wear. Members of the crowd joined in the fray, and German armoured cars, held in readiness, were rushed into the streets. Soon the place was littered with wounded. A number of prisoners were taken to the Gestapo headquarters and, judging from the cries heard by those waiting in the street, were brutally treated.

As evening came on curtains were pulled back, blinds remained undrawn, in order that the lamps in the houses should shine forth into the darkness, as is the custom of the Czech people on days of mourning and national distress. Patriotic fervour was still further stimulated when some thousands gathered before the church of St. Mary in the Snow and sang the Czech national anthem. Again there was shooting in the streets, and again gangs of Sudeten Germans, under the direction of the Nazi State Secretary, Karl Hermann Frank, did their best to stir up trouble by way of deliberate provocation, particularly in the park of Karlovo Nemesti, where revolvers, whips and the butt ends of rifles were employed with savage effect. A score or so of Czechs were killed in the street brawls, and 3,500 were estimated to have been taken away to the city prisons.

Despite the shootings and imprisonments, however, the Czech demonstrations continued, and there was a further great expression of national feeling on November 15, when Jan Opletal, a 22-year-old medical student who had died of the six revolver bullets he received on October 28, was carried in honour to the grave. Thousands of his fellow students assembled in procession, funeral flares were lit, defiant speeches made, and the Czech and Slovak anthems sung to the tune of cries of "Death to the Murderers" and "Long live Liberty."

Some of the demonstrators assembled in the square where stands the Czech Unknown Warrior's tomb, and there sang the patriotic anthems. The Sudeten Germans were once again in evidence as agents provocateurs, doing their best to embroil the Czech police with their fellow nationals. Accompanied by German police, bands of Sudeten "specials" raided the University and the Czech societies, and many persons were taken away to the Gestapo headquarters. Here, with or without the mockery of a trial, many of the captives were shot.

The shootings were confirmed by the official German News Agency, which announced on November 17 that nine Czech students—in reality many more—had been executed, a number of demonstrators arrested, and the Czech universities had been closed for three years.

The Puppet at the Microphone

While the arrests and the executions were still going on, Dr. Hacha, the puppet President of the Protectorate, delivered a broadcast address to the Czech people. In his speech, which bore obvious traces of Nazi composition, he pointed out that, as the Czech people had been incorporated in Germany's "living space" and Germany was at war, it should be understood that Germany must take all the measures necessary for victory. . . .

Shortly afterwards it was announced that Hacha had left the city, and von Neurath, the Nazi "Protector," was summoned to Berlin to report. Only six months had elapsed since Hitler marched into Czecho-Slovakia—to restore order!

From the very beginning of the Nazi entry into Czecho-Slovakia there was unrest among the people, and months before the war there were public demonstrations against alien rule. Above is a scene early in the summer when students openly held an anti-Nazi parade. Many arrests were made at these meetings, and, as can be seen above, the police handled those arrested anything but gently.
Photo, Planet News

Round the Clock in a Prison Camp

Written by a non-Nazi German who was interned in England, this sympathetic study of life in a British prison camp may well be compared with the account of the treatment of German nationals by the Nazi Government given in page 312.

One of the guards at a prison camp for Germans in the North of England is this private soldier, formerly in the Coldstream Guards, who stands 6 ft. 3 in. in height.
Photo, Fox

LET us try to watch Fritz Schmidt or Hans Müller—one of those young Nazis who have fallen into British hands—during a day in his life as a prisoner-of-war. It may be somewhere on the coast, in the pleasant surroundings of a former holiday camp, or farther north in the grounds of an imposing country house. He may live in a large room where pairs of barrack-room beds, one on top of the other, are arranged in orderly rows, or he may share a seaside "chalet" with two of his comrades. In any case his life is ruled by a series of well-thought-out, strict, but humane ordinances.

He has to get up early—at 5.30 in summer, at 6.30 in winter—to air and arrange his bedding, consisting, as the case may be, of a mattress or a palliasse, perhaps a cushion and two or three woollen blankets, and to make his toilet. As a prisoner-of-war he is distinguished by a large round label which he wears on his back directly under the collar of his coat. As a simple "internee"—if, for instance, he was a member of the crew of a merchantman prize—he wears no such badge.

In summer at 7 a.m., in winter at 8, the prisoners, arranged in groups under their own chosen leaders, are marched into the dining-hall for their first meal. The breakfast consists of porridge, tea with milk, and a plentiful supply of bread with margarine; those who can afford it supplement their meals with jam, marmalade, fruit and, of course, the inevitable consolation of soldiers, in captivity as well as in the field—tobacco in every form. A canteen attached to the camp stocks these and other essentials at regular prices, but as the prisoners are not allowed any cash their purchases are settled by way of a "clearing." They are not allowed many other things, such as knives, scissors, razors, matches, lighters—anything, in fact, which might be used to do harm to the owner or his guards.

The Freedom of the Camp

That, and the barbed wire surrounding the camp, are, however, the most palpable signs of captivity. After the first roll-call following breakfast, and an inspection by the camp's physician with his aides, Fritz Schmidt is free to do mostly as he likes: to play cards with his comrades, to read, to learn English, or to listen to one of the other lessons usually arranged by the prisoners themselves and smiled upon by the British authorities. There are also daily working parties—filling sandbags, digging A.R.P. trenches, gardening or doing other work on the improvement of the "compound," and in keeping it clean and tidy. For hard work the squad are issued with overalls and rubber boots, and are rewarded by extra rations of food.

Food is a main concern of the prisoners, most of whom are young and healthy youths, and they are glad to be permitted to prepare it themselves according to their national taste. At noon, the principal meal consists of a substantial dish of meat, vegetables and potatoes, followed by a sweet, often rice pudding or baked apple with custard. A distribution of letters—which come only sparsely and with great delays, while only one per month may be dispatched—or a radio performance may follow, and half an hour later begins the compulsory two hours of recreation. Football and other games are played in the large grass-covered square provided in each camp.

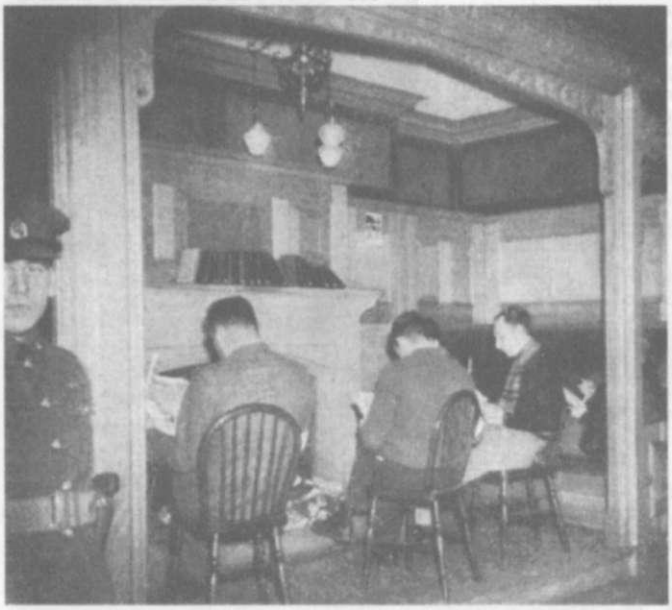
After that they are mostly free again. Perhaps mending their socks and clothes, perhaps—mostly on the obligatory weekly bathing day—doing their modest laundry, playing "skat," chess, or taking part in a choir practice, they fill the hours before and after their third, the evening, meal. This takes place at 5.30 or 6 p.m., and consists of a nourishing vegetable soup, tea, bread and margarine once more. Where possible half an hour of broadcasting performances are given; and a remarkable sight it was to see the astonishment on the faces of the young disciples of Hitler when they heard their first B.B.C. news in German: incredulity, anger, sneers—then doubt, confusion, sometimes even shame passed over their features. Prisoners though they were, they had at last the chance to catch a glimpse of the real world, the truth that was hidden from them by the soul-crushing machinery of a dictator.

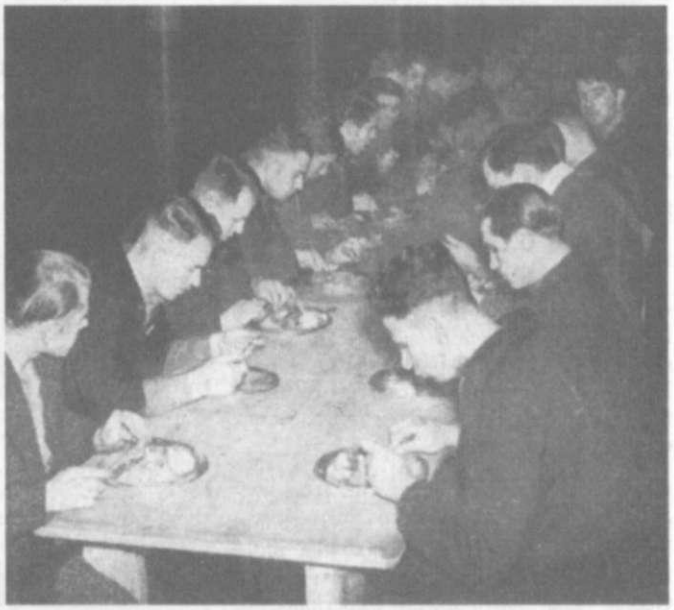
Football has gained a hold on the young manhood of Germany, and these prisoners taken from U-boats and merchant ships are spending a happy hour kicking the ball about. Neither the ground nor the goalposts are "regulation," and an armed guard stands by, but not to protect the "ref."
Photo, Associated Press

Theirs is an Easy Fate—in England

The prisons in which German prisoners of war are confined are ringed round with barbed wire and are guarded by sentries day and night. Right, prisoners are being interrogated. The two men in the foreground speak English and are acting as interpreters. These men have on their backs and knees the circle of cloth that marks them as prisoners of war.

Some places in the North of England have seen unusual passers-by lately. Prisoners have been taken from German ships, and have marched under armed escort to the prison camp which will be their home for the rest of the war. As they pass to the prison camps they are watched with curiosity by the civilians and in not one case have there been hostile demonstrations against the captives, such as were all too frequent against British prisoners in Germany during the last war.





The lot of German prisoners in Britain is by no means a hard one, as these two photographs, taken at a North British internment camp, show. Officers taken from the U-boats are interned in an old country house, and, left, some of them are seen round a log fire enjoying their favourite recreation of reading; but outside there are barbed wire and sentries. Right, seamen from U-boats and captured merchant ships are at their midday meal—plain wholesome fare such as no civilian in Germany gets.

Photos, Fox, Associated Press, G.P.U.

Their Majesties' Lead in Our War Effort

In this war, as in the last, Britain's Royal House is giving the Nation and the Empire a splendid example of devotion and willing readiness to shoulder all the day's fresh burdens and responsibilities.

The Queen during one of her many visits to war charities examining woollen articles at a sale at the Mansion House, London, on behalf of the British Red Cross.
Photo, Topical

IN that broadcast to the women of the Empire which the Queen delivered on the night of Armistice Day from a room in Buckingham Palace—in that broadcast so intimate, so filled with understanding—there was one passage which must have made a particularly strong appeal to those whom her Majesty had most in mind. "The King and I know," she said, "what it means to be parted from our children, and we can sympathize with those of you who have bravely consented to the separation for the sake of your little ones."

Amongst the great multitude who heard those words there must have been many who remembered the picture of the Royal couple bidding farewell to their children on the eve of their visit to Canada, and they must have remembered, too, with what joy the young princesses greeted their parents on their return to England after seven weeks' absence in the great Dominion across the seas.

Even then Britain's Royal Family was not long reunited, for on the outbreak of war the children were left in the security of Balmoral Castle in the remote Highlands, while their Majesties returned to London to play their part in the hour of the Empire's crisis.

The King, for his part, displayed the keenest and most intelligent interest in the work of the three Services. It should be remembered that, like his elder brother, the Duke of Windsor, King George has had actual experience of modern warfare. During the Great War he served in the Royal Navy, and was actually present in H.M.S. "Collingwood" at the battle of Jutland in May, 1916. Since he came to the throne he has given many indications that his headship of the Army, Navy and R.A.F. is no mere titular distinction, but is the expression of a very solid fact. Shortly before the war began he reviewed the Reserve Fleet at Weymouth, and since the opening of hostilities he has paid many a visit to units of the Army and squadrons of the R.A.F.

Getting to Know the Facts

Nor has he forgotten the civilian effort. Long remarkable for his deep interest in social and economic problems—the camps that he organized as Duke of York blazed the trail in the achievement of a deeper understanding between the boys of the public and elementary schools, and the industrial welfare movement owes much to his constant interest—the King is now frequently to be seen inspecting civilian establishments engaged in the production of the munitions of war and the defence posts of the A.R.P. Their Majesties' unremitting interest in the work and welfare of the Dominions has also been illustrated since the outbreak of war by the visits which the King and his Consort have paid to the headquarters of the Dominions in this country. As always, the King likes to get his facts for himself, straight from the men who know them best.

In wartime the Queen's life as wife and mother, Royal hostess and mistress of a large establishment is made ever more busy by the exacting demands of these crowded days. Early in September it was announced that the Queen had been appointed Commandant-in-Chief of the Women's Royal Naval Service, the Auxiliary Territorial Service, and the Women's Auxiliary Air Force, and she is also President of the British Red Cross Society, in addition to being Colonel-in-Chief of several regiments of the Army. Like her husband, she manages to perform in the course of every day a vast variety of service. The daily round begins at 8 a.m., when she sits down with her secretary to run through the morning's post. Her diary, arranged since the war began on a day-to-day basis, may take her to some factory or hospital, to visit mothers in their homes or evacuated children in their billets. At lunch she may preside over an official gathering, and dinner, too, will probably see her still playing her part in the State machine.

Twice a week she presides at Buckingham Palace over a sewing circle composed of the senior palace servants and wives of palace officers. As a result of the efforts of the Royal sewing party, many a soldier at the Front, many a patient in our hospitals, is enabled to enjoy knitted comforts of one kind or another.

Sometimes, but very seldom, the King and Queen so manage their respective time-tables that they can go out together. On November 13 it was revealed that they went to their first cinema since war began. Even then they had still to see their first wartime play, and to attend their first wartime dance. It is not surprising that with such a round of eventful days, carrying the load of such a burden of responsibility, their Majesties should welcome a quiet evening at home.

The King in the Service uniform of a Field-Marshal photographed in October 1939. His Majesty has his gas mask slung over his shoulder.
Photo, Speaight Ltd.

The King and Queen Inspect the Home Front

In the course of a tour of military camps in the Home Counties, the King inspects the kit of young soldiers undergoing training.

Photo, Keystone

The Queen's Message to the Empire's Women

"War has at all times called for the fortitude of women. Even in other days, when it was an affair of the fighting forces only, wives and mothers at home suffered constant anxiety for their dear ones, and too often the misery of bereavement. . . .

"Now this is all changed, for we, no less than men, have real and vital work to do. To us also is given the proud privilege of serving our country in her hour of need.

"The call has come, and from my heart I thank you, the women of our great Empire, for the way that you have answered it. . . .

"Many of you have had to see your family life broken up, your husband going off to his allotted task, your children evacuated to places of greater safety.

"The King and I know what it means to be parted from our children, and we can sympathize with those of you who have bravely consented to this separation for the sake of your little ones.

"Equally do we appreciate the hospitality shown by those of you who have opened your homes to strangers and to children sent from places of special danger.

"All this, I know, has meant sacrifice, and I would say to those who are feeling the strain: Be assured that in carrying on your home duties and meeting all these worries cheerfully, you are giving real service to the country. You are taking your part in keeping the home front, which will have dangers of its own, stable and strong. . . ."

From a Broadcast, November 11, 1939.

Here their Majesties are seen after inspecting a unit of the Balloon Barrage—one of those in the vicinity of London.

Photo, Topical

Since the outbreak of war the King and Queen have been tireless in their war work. Even amidst the pressing calls of State duties the King has found time to visit the Navy, the Army, the Air Force and munition factories. Left, his Majesty, who is keenly interested and expert in the use of tools and machinery, is examining work in an ordnance factory. Right, a charmingly natural photograph of the Queen taken during a visit to an evacuation area. Top, her Majesty at the microphone during her broadcast to the women of the Empire on Armistice Day.

Photos, Associated Press and "The Times"

New Nazi Frightfulness Off Britain's Coasts

A number of neutral ships sunk by German mines close into the English shore marked the opening of another terrible chapter in the history of German frightfulness. But the repetition with whatever novel features of the horrors of 1917 clearly cannot fail to have the most disastrous consequences—for Germany.

REALIZING that their submarine campaign against England was not going too well, Germany resorted to the indiscriminate laying of mines in the channels used by ships calling at British ports.

The first victim was the Dutch crack liner "Simon Bolivar," which struck a German mine in the North Sea on November 18 and rapidly sank with the loss of more than 80 lives. "This mining," said an official statement issued from the Admiralty, "is a further example of the utter disregard of international law and the dictates of humanity shown by the present German Government. The mines were laid without any notification in the channel followed by merchant shipping both British and neutral, and there is no doubt that they were laid for the specific purpose of destroying such shipping."

In accordance with the Hague Convention of 1907, the British Government has publicly notified the position of minefields laid by the British Navy outside territorial waters (*see* chart below), and since the war began Germany also has given notification of the areas being strewn with German mines. The mines which caused the loss of the "Simon Bolivar" and the number of other victims which speedily followed were laid by German submarines off the British east coast without any notification and in reckless disregard of the consequences.

At first authoritative Nazi circles maintained that the Dutch liner had sunk at a point where no German minefields existed, and that it was impossible for any German mine to have drifted to the point in question. The suggestion was made, indeed, that it was a British mine that was responsible for the disaster. But not only have no British mines been laid in the particular area—why should they be laid in a channel used continuously by British merchant ships and neutral vessels bringing goods to our ports?—but any British mines which break adrift from their moorings, as frequently happens in stormy weather, comply with a further requirement of the Hague Convention that they should thereby automatically be made harmless.

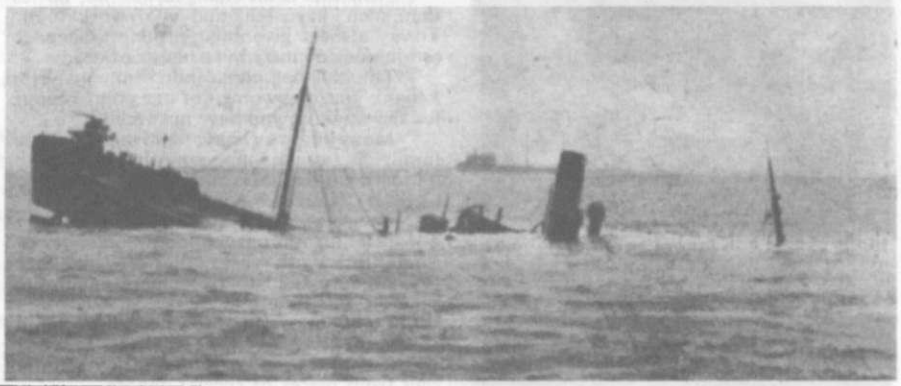
Unfortunately for the Nazi contention, a writer, said to be a naval expert, boasted on November 21 in Field-Marshal Goering's paper, the "Essener National Zeitung" that Germany was "now striking hard blows at shipping right under the English coast"—an obvious reference to the sinking of the "Simon Bolivar" and her fellow victims. Moreover, on a German mine captured in the area where sinkings of neutral vessels have taken place was the inscription in German: "Gott strafe Churchill. When this goes up, up goes Churchill." (See also page 403.)

In view of the recent Nazi hints concerning a "secret weapon," it seemed clear that the losses were due to a new mine of a magnetic type, i.e. which explodes not on contact, but on the approach of a ship which operates the magnetic installation (consisting in principle of a delicately-balanced magnetized needle) and fires the charge. Most of these mines would be laid by submarine minelayers, but an Admiralty report stated that German aircraft had laid mines at five different localities on the East Coast on the nights of Nov. 20 and Nov. 21.

One seaplane was seen to alight on the sea off the East Coast and remain there for some time as if it were sowing mines or working in conjunction with a U-boat, and people on the shore of the Thames estuary who watched the raiders on the night of November 22, declared that these were flying very low, and that they saw two or three objects fall from one of the machines and make a big splash.

It may be recalled that on the day that the "Simon Bolivar" sank, the captain of the Danish steamer "Canada," which was lost on November 4, was telling a Court of Inquiry in Copenhagen that his ship was sunk by a "magnetic mine." Magnetic mines of a primitive kind were tried out by the Germans in the last war, and it is reasonable to suppose that the Nazis have not forgotten those early experiments.

The resort to indiscriminate sinkings, indeed, is proof positive of the desperate straits to which Nazi Germany already finds herself. Faced with a deadlock on land, and fearing to take the offensive in the air because of reprisals, only the sea offers a field for what a French writer calls the luxury of ruthlessness.



Following the news of the sinking of the "Simon Bolivar," the Admiralty announced on November 20 the loss of five other ships by the action of German mines. One of these was the steamer "Blackhill" (2,492 tons), which is seen above as it made its last plunge.

Photo, Keystone

Keeping to the rules of the International Hague Convention of 1907, the positions of the three minefields shown roughly in this map were immediately notified to all governments. Not so the new German minefield off the East Coast of Britain, laid in a crowded seaway used by peaceful merchant ships.

Map by courtesy of "The Times"

The Menace of the Hidden Mine

When what was, perhaps, Hitler's boasted "secret weapon" was revealed in a new campaign of indiscriminate sinking of merchant shipping (*see* opposite page), the whole subject of minelaying and sweeping immediately became of paramount importance.

THE sailors who man the minesweepers—small trawlers equipped with special gear or shallow-draught sloops, but a little larger—have what is, perhaps, the most dangerous and yet least spectacular job in the Royal Navy. Just how dangerous was emphasized when, soon after the sinking of the "Simon Bolivar" and other ships in Germany's new campaign of "frightfulness," H.M. minesweeper "Mastiff" was reported lost with seven valuable lives. Yet a few days later Grimsby fishermen queued up outside the Board of Trade office in answer to the Admiralty's call for men for the minesweepers.

In the last war, when the war at sea had reached its grimmest pitch, one sweeper was lost for every two mines swept up—and each time half the crew was killed or wounded. The enemy laid altogether 43,636 mines, and of these our sweepers found and destroyed 23,873; over 700 fully-equipped sweeping vessels were engaged in the work.

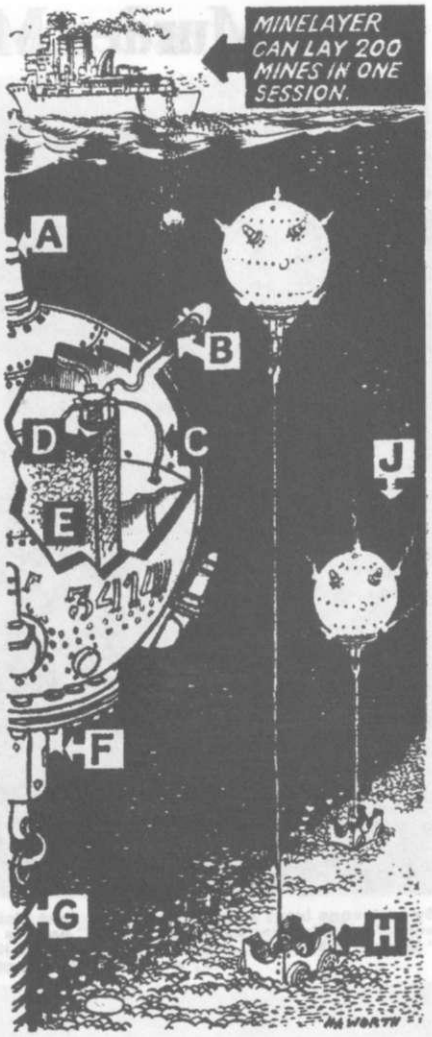
The work of a minelayer is equally dangerous and arduous. To enable their mines to be sown effectively, the Germans are thought to be using relays of U-boats. Even the smallest of these can carry up to a dozen "eggs," and in all probability specially-built submarine minelayers, with mine-wells in the bottom of their hulls, are now in service. A fast surface layer can put down more than 200 mines "at a sitting." Moreover, instead of the usual straight-line method of laying (which simplifies the sweepers' task), the U-boat commanders drop their mines in irregular zigzag fashion—say six here, five there, then another six farther on—forming a large area that may keep the sweepers at work for days on end before they can signal "all clear." Unlike a U-boat, a mine cannot be detected in advance by any apparatus, and the minesweeping crews pit their wits and their lives in a warfare where chance may tip the scales against them. The principal feature of the submarine mine is the unpleasant-looking horns projecting from its steel casing. These are made of soft lead, and are filled with tubes of acid. Any vessel striking one of these horns causes the acid to detonate the deadly explosive inside the mine.

The mine, on a long mooring cable, is laid by dropping its heavy anchor or sinker to the sea-bottom after which it settles at the correct depth.

Minesweepers work in pairs, with each unit 300 to 500 yards apart. Between them, sometimes suspended from two sets of apparatus called Oropesa floats, is drawn the sweep wire, which has a series of steel cutters. Should this come into contact with a mooring cable, the mine will rise to the surface and it can then be destroyed by gunfire. The paravane (*see* page 119) is a form of mine protection hung in the sea from the bows of a warship when the presence of a minefield is suspected.

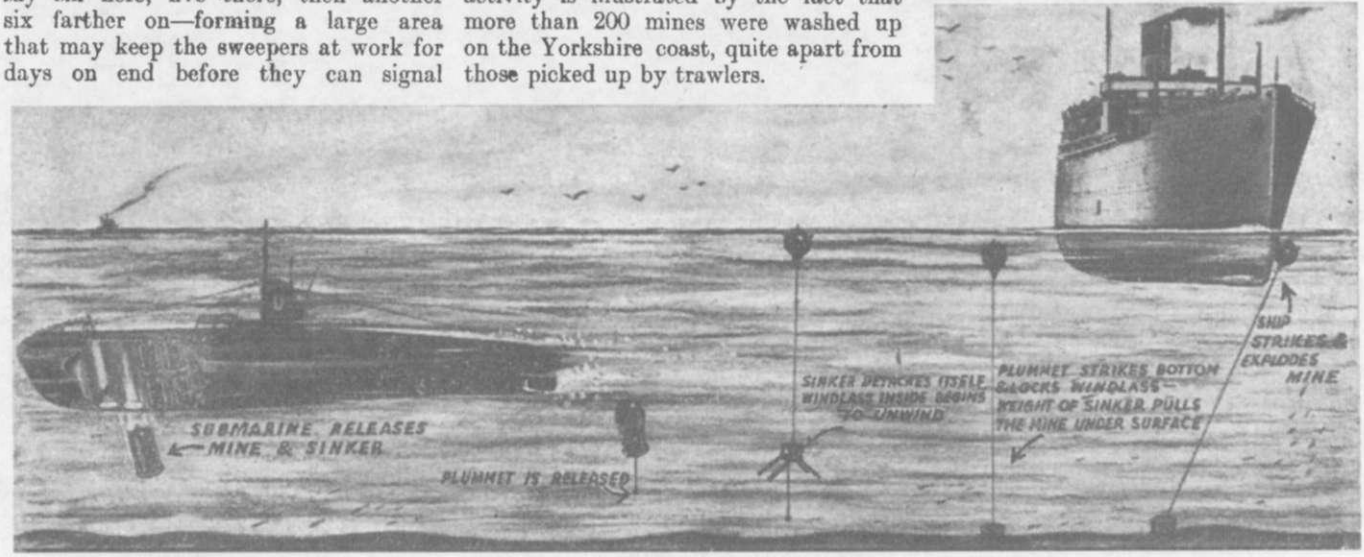
The tragic toll of the German minefield laid off England's East Coast in November called forth much speculation as to whether the enemy were using "magnetic mines" such as are described opposite. Some at least of these may have been dropped from aircraft, with parachutes attached to reduce the shock when they hit the water. If they are laid on the sea bottom, normal minesweeping methods are ineffective.

The extent of the German minelaying activity is illustrated by the fact that more than 200 mines were washed up on the Yorkshire coast, quite apart from those picked up by trawlers.



The diagram above shows constructional features of the moored contact mine. The soft lead horn (A) contains tubes of acid (B), and a ship hitting the horn breaks the tubes, the acid acts on the wire, (C) and the detonator (D) fires the explosive (E). The spring plunger (F) comes into action to render the mine harmless if it should break from its cable (G) attached to the wheeled sinker (H). Mines to trap submarines (J) are moored deeper and have feelers.

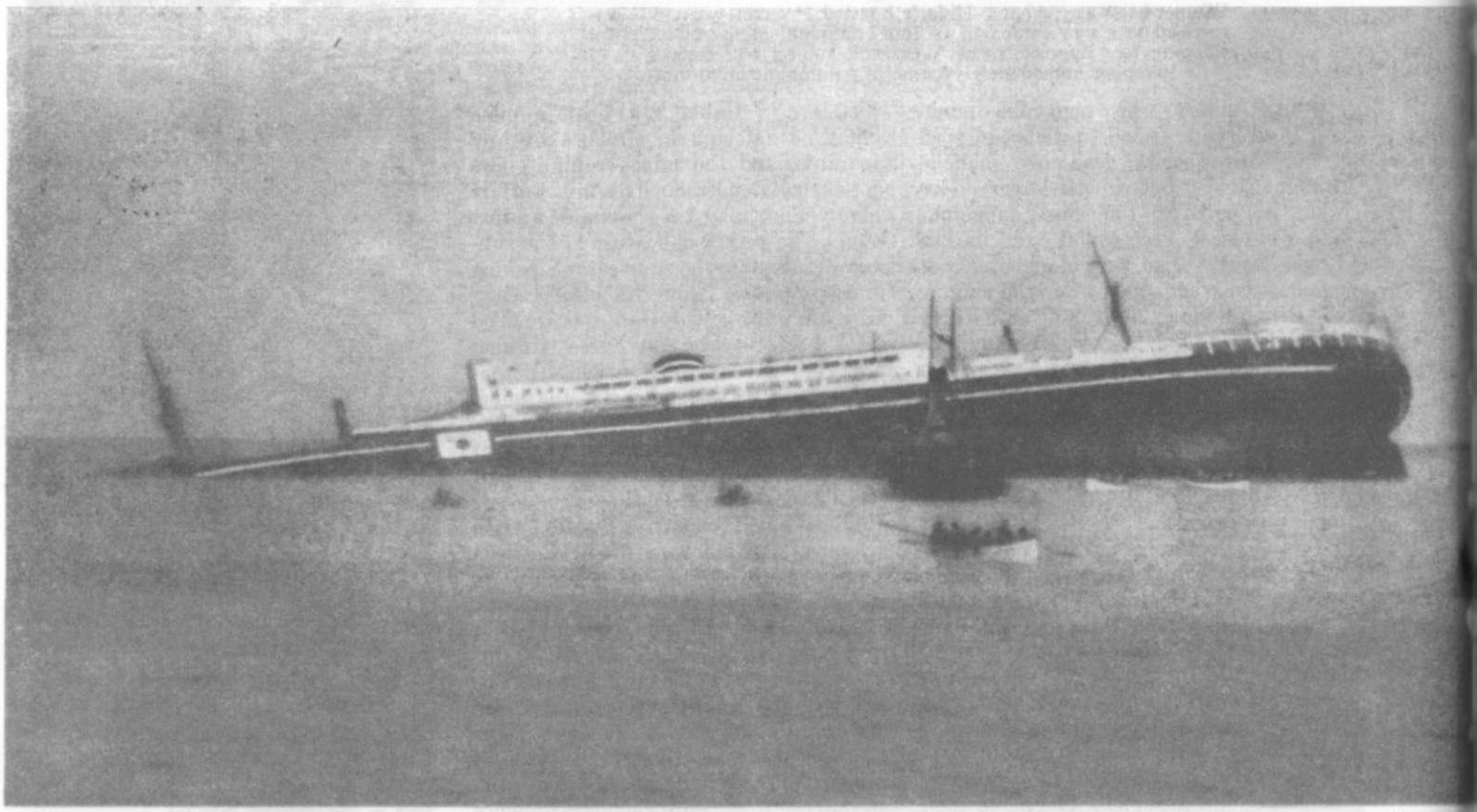
Courtesy of the "Daily Mail"


SUBMARINE RELEASES MINE & SINKER
PLUMMET IS RELEASED
SINKER DETACHES ITSELF WINDLASS INSIDE BEGINS TO UNWIND
PLUMMET STRIKES BOTTOM UNLOCKS WINDLASS — WEIGHT OF SINKER PULLS THE MINE UNDER SURFACE
SHIP STRIKES & EXPLODES MINE

There is little doubt that, as German surface minelayers would hardly cross the North Sea unnoticed and unchallenged by the Royal Navy, recourse was had to submarines for sowing the new illegal minefields off the British coast. Above is a graphic artist's impression of the series of events leading up to the final success of the mine's evil mission with a merchant ship striking and exploding it.

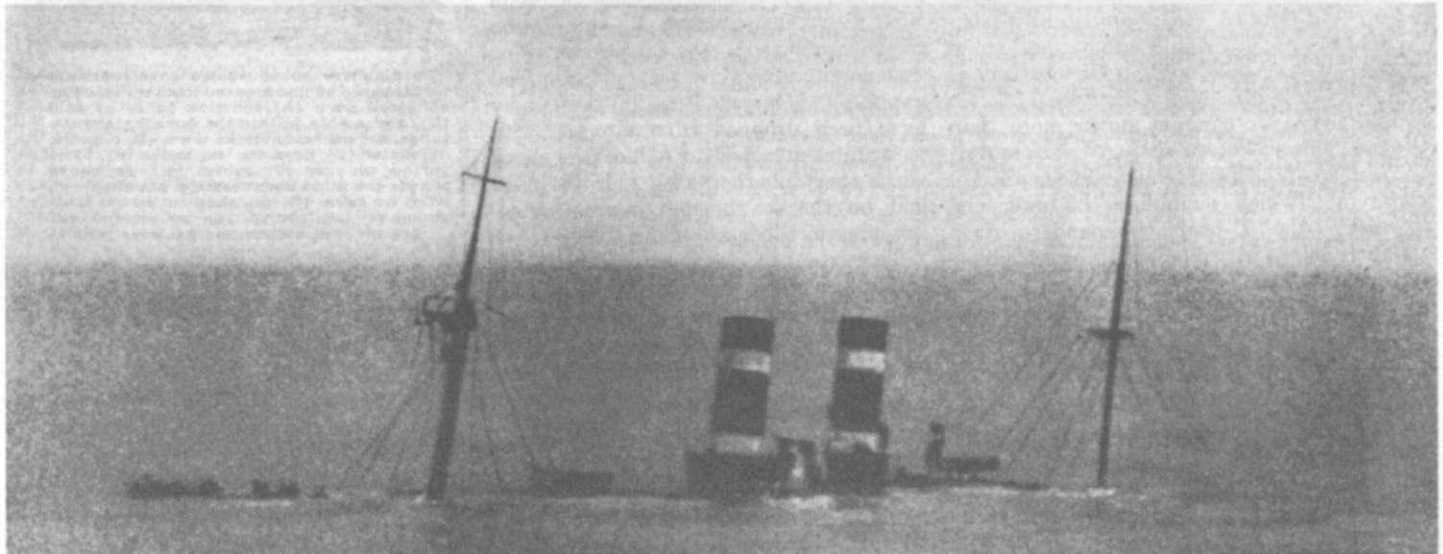
Courtesy of "Daily Sketch"

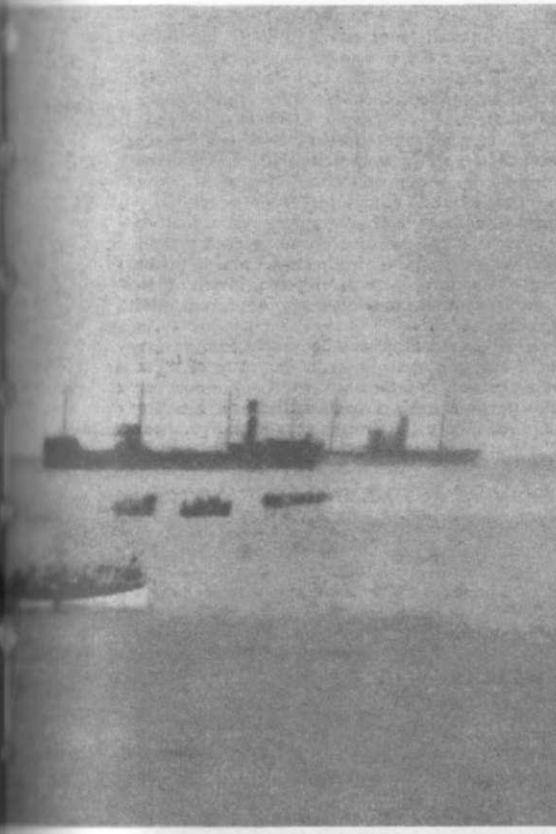
The Murder Mines: Three Ships Sent to Their Doom by the 'Latest Abo



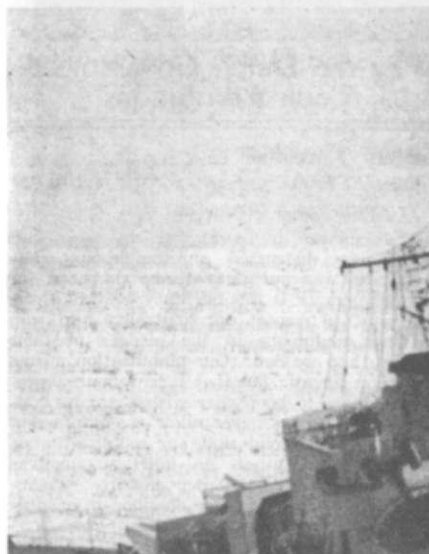
By a strange irony of fate, among the first victims of Germany's new sea crime of laying mines in the open sea without disclosing their position were ships belonging to the two "Axis" powers which Nazis once fondly hoped would be their allies in the war. They were the Italian steamer "Gazia," 5,857 tons, and the crack Japanese liner "Terukuni Maru," of 11,930 tons. The above remarkable photograph, exclusive to this work, was taken by one of the passengers rescued from the ship just as she turned over and sank.

Photo, "Daily Mirror"; Exclusive to THE WAR ILLUSTRATED





The ship's lifeboats are rowing away lade
206 persons on board were got away with
up. The ships seen close at hand in the p
on



WORDS THAT HISTORY WILL REMEMBER

(*Continued from page* 370)

Observations Upon This Strangest of Wars

Thursday, November 9, 1939

Mr. CHAMBERLAIN in a speech read at the Mansion House luncheon :

I should like to make a few observations upon this strangest of wars which, in the form in which it has hitherto been waged, must seem to many who remember the 1914-1918 conflict to be no war at all, but rather a sort of siege.

We do not know how long this phase will last or whether at any moment it may not be changed into violent conflict. But we can see at any rate that the position of the Allies has, as the weeks have gone by, rather strengthened than deteriorated.

The treaty we and our French allies have concluded with Turkey will be a powerful instrument for the peace of South-Eastern Europe. On the other hand the pact between Germany and the Soviet Union has gained, indeed, great advantages for the Soviet, but has brought only humiliation and loss for Germany.

The repeal of the Neutrality Act in the U.S.A. is a momentous event, for while it affords America the means of maintaining her neutrality it re-opens for the Allies the doors of the greatest storehouse of supplies in the world.

We may be thankful that our successes in hunting down the submarines, and in numerous conflicts in the air, have as yet been unclouded by the terrible casualty lists that were only too familiar to us in the last great war. And we may be proud of the fact that the British Expeditionary Force has been transported to France without the loss of a single man or a single piece of equipment. . . . .

One thing that stands out before everything in these first weeks of war is the essential and fundamental unity of our people. . . .

Peace Without Hatred One War Aim

Friday, November 10

Sir NEVILE HENDERSON in a speech at the Press Club, London :

. . . . My mission ended in a tragic failure, and I think probably it could not have ended in any other way. The ambitions and appetites of a dictator grow as the need for dictatorship diminishes and as the fear of a dictator and of his small extremist minority—the fear of losing their power—becomes more pressing. In the end the megalomania of one man defeated the Prime Minister and defeated me also. You can leave the verdict to history.

I have a very vast respect for the power and influence of the British Press, a very deep appreciation of the absolute necessity for its complete freedom, but also a certain apprehension as to the uses to which it may put its great power. In spite of all the bitterness of failure I still assert that the Nazi case at its beginning had a certain measure of justification, and that the too-sweeping condemnation in England of everything to do with it was not fair. Some people say that there is no distinction between Nazism and Germans. That I submit is a standpoint of despair. This war will have been fought in vain if at the end of it we have not helped to teach the German people themselves that distinction. Hitler himself was the mere creation of a general feeling—felt by every German—against the injustice of Versailles.

It was at least a reasonable view—it was one I held when I went out there—that Nazism could only be destroyed from within, and that the legitimate German grievances had to be eliminated before the German people themselves could eliminate the hateful features of Nazism. I still believe that is the correct standpoint. Had Hitler stopped at Munich, co-operation even with Hitler might still have been possible. Germans for Germany was a perfectly comprehensible view, and a not unworthy conception.

There is only one way in my humble opinion to look upon this war, and that is as a crusade—a crusade based on the ideals of the British Commonwealth of nations undertaken in order to vindicate the highest principles of humanity, to ensure that brute force shall not be the prime and ultimate arbiter in international affairs, and to see that aggression does not pay and that aggression will not pay in the future.

What I would like to say this afternoon is that, in my opinion, the responsibility of the Press in this hateful war is every bit as great as its power, and may perhaps be even still greater when the blessed hour of peace comes. Germany may be incorrigible, but she certainly will be incorrigible if the British Press does not play its responsible part in helping the British people—and after all, it is the British people which ultimately directs British policy—both to see that this war is fought and won and to see that the ensuing peace in the interests of future generations is negotiated and won in accordance with the highest principles of morality and fair play. I am not sure that the second will not be the more difficult victory of the two, and I am quite sure that we will not negotiate it if the British Press does not largely contribute. We are crusaders, and we have got to prove that we are worthy of victory.

We have got to make adjustments. We must end the war in such a way that the only grievances which the Germans have are against their own rulers, against their leader, and against the system which has again brought them to defeat. The problem thereafter will be to see whether Germany can ever be brought to the same standard of civilization as we are fighting for today. If the peace has been a just one we can safely leave that to the coming generation. . . .

There has been a lot of talk about war aims. It seems to me that one of our war aims should be that at the end of this war there should be no hatred left on either side. The British Press in my opinion can render a supreme service to the coming generation, to civilization, and to the world if it can think for the British people in terms which are purely moral and fair-minded, to the exclusion of fear, hatred, and prejudice.

Rulers of Allied Nations State Their Case

Sunday, November 12

Reply of KING GEORGE to the peace appeal of QUEEN WILHELMINA and KING LEOPOLD :

. . . . My Governments deeply appreciate the spirit of your Majesties' offer and they would always be willing to examine a reasonable and assured basis for an equitable peace.

It is, as it has always been, my desire that the war should not last one day longer than is absolutely necessary, and I can therefore at once reply to that part of your Majesties' appeal in which you state your willingness to facilitate the ascertaining of the elements of an agreement to be reached.

The essential conditions upon which we are determined that an honourable peace must be secured have already been plainly stated.

The documents which have been published since the beginning of the war clearly explain its origin and establish the responsibility for its outbreak. My peoples took up arms only after every effort had been made to save peace.

The immediate occasion leading to our decision to enter the war was Germany's aggression against Poland, But this aggression was only a fresh instance of German policy towards her neighbours.

The larger purposes for which my peoples are now fighting are to secure that Europe may be redeemed, in the words of my Prime Minister in the United Kingdom, "from perpetually recurring fear of German aggression so as to enable the peoples of Europe to preserve their independence and their liberties," and to prevent for the future, resort to force instead of to pacific means in settlement of international disputes. . . . .

Should your Majesties be able to communicate to me any proposals from Germany of such a character as to afford real prospect of achieving the purpose I have described above, I can say at once that my Governments would give them their most earnest consideration.

Reply of PRESIDENT LEBRUN to the peace appeal :

. . . . Only a peace founded on justice really endures. France has taken up arms to put a definite end to the methods of violence and force which for the past two years, in defiance of the most solemn engagements and in violation of the pledged word, have already enslaved or destroyed three nations in Europe and today menace the security of all nations. . . . .

Any solution which legalized the triumph of injustice would only secure for Europe a precarious truce bearing no relation to the just and stable peace to which your Majesties look forward.

Today it is the duty of Germany rather than of France to declare herself for or against this kind of peace for which every country, menaced as it is in its security and independence, is waiting.

Why the Dutch Government Took Precautions

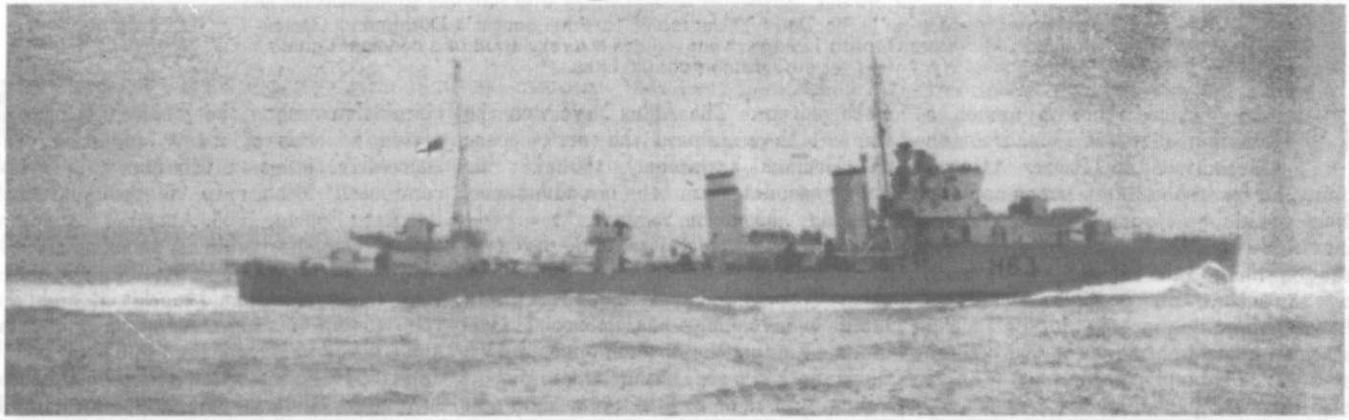
Monday, November 13

JONKHEER DE GEER, Prime Minister of Holland, in a broadcast :

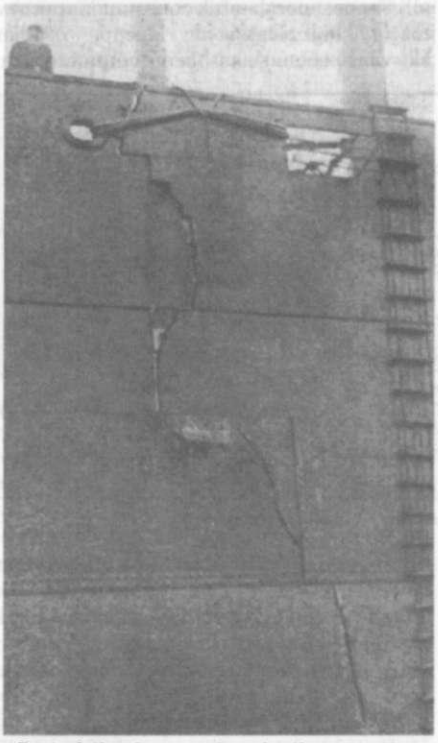
We mobilized in September this year, not because we distrusted our neighbours, but because it was our duty to be prepared for any emergency. It was our duty towards those who want to respect our neutrality and who had less confidence in the pledges of their enemies than we had. Our mobilization means protection for all ; but if it is to remain a protection it has to keep pace with changing conditions. We must never allow the impression to be created abroad that our mobilization is only symbolic ; others as well as ourselves should be convinced that it is effective. Therefore its intensity has to be changed in accordance with the tension near our frontier.

This is the meaning of the measures recently taken. I hope that these words may restore the peace of mind of those who have been showing signs of nervousness. We should thank God for the blessings He has vouchsafed us until now and we should consider it our duty to promote peace and thus to serve others. Every neutral nation is a light in the darkness which has fallen upon Europe ; our neutrality is therefore a matter of high importance, and of its maintenance we have not the right to despair. Our future is in the hands of God ; perhaps we shall have to face affliction, which we cannot yet foresee, but even then we shall not allow despair to dominate our spirit. We do our duty leaving the decision to God. However high the waves may come we know that our Father is at the helm and our spirits are quiet and cheerful.

Hitler's 'Secret Weapon' is a Secret No More



The destroyer "Gipsy" sunk by a mine on November 21 is here seen a few hours before she met with disaster. In page 401 she is seen beached after disaster had overtaken her.



Part of the damage done by the mine that the Italian steamer "Fianona" struck was to split her starboard (right) side in the middle as seen above. Though leaking badly, she was eventually towed into port.

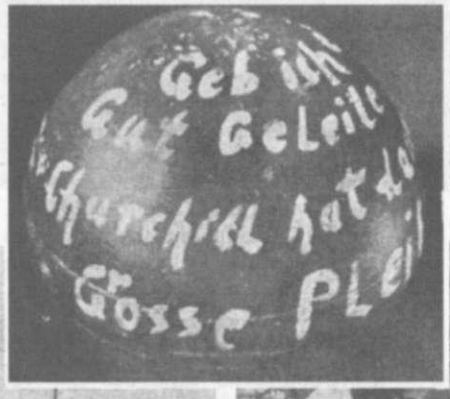
Photo, British International Photos

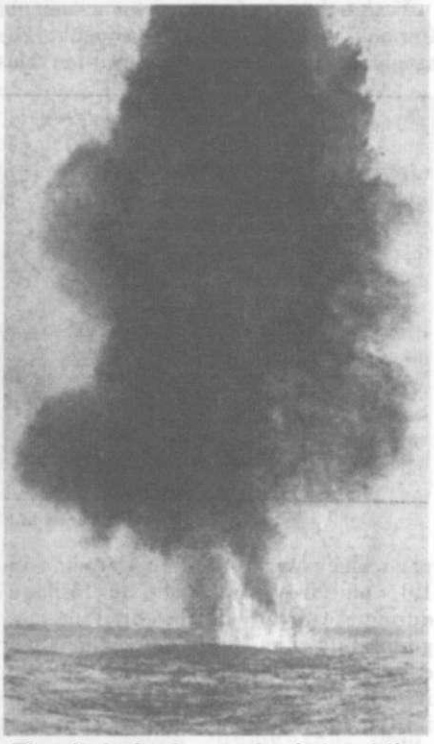
Ships Sunk in German Minefield Campaign

November 18–26, 1939

			Dead or Missing	Date Nov.
SIMON BOLIVAR	(Dutch)	8,309 tons	83	18
B. O. BORJESSEN	(Swedish)	1,586 tons	6	18?
BLACKHILL	(British)	2,492 tons	—	18?
GRAZIA	(Italian)	5,857 tons	5	18?
CARICA MILICA	(Yugoslav)	6,871 tons	—	18?
KAUNAS	(Lithuanian)	1,566 tons	—	18?
TORCHBEARER	(British)	1,267 tons	4	19?
WIGMORE	(British)	345 tons	16	19?
SAINT-CLAIRE	(French)	?	9	20
H.M.S. MASTIFF	(minesweeper)	520 tons	6	20
TERUKUNI MARU	(Japanese)	11,930 tons	—	21
FIANONA*	(Italian)	6,660 tons	—	21
H.M.S. GIPSY	(destroyer)	1,335 tons	30	21
ELENA R.	(Greek)	4,576 tons	—	22
GERALDUS	(British)	2,494 tons	—	22
H.M.S. ARAGONITE	(minesweeper)	315 tons	—	22
LOWLAND	(British)	974 tons	10	22?
—	(British steamer)	?	3	23
HOOKWOOD	(British)	926 tons	2	23
SUSSEX*	(British)	11,066 tons	—	24
MANGALORE	(British)	8,886 tons	—	24
GUSTAF E. REUTER*	(Swedish)	6,336 tons	—	25

*Mined, but not sunk.





The effect of minesweeping is to cut the cable by which the mine is moored and bring it to the surface where it is destroyed by gunfire. A photograph of a rating firing at a floating mine is reproduced in page 119.

Photo, Central Press

The "Mastiff," seen left, was a loss caused to the Royal Navy by "magnetic" mines. She was formerly in the North Sea Fishery Protection Flotilla, but was later used as a minesweeper. Right, one of the injured crew is being attended to in the lifeboat. Centre is a portion of the unit used in laying the German mines in the North Sea. The words painted on it read: "If I make a good journey then Churchill will meet with a great disaster."

Photos, Central Press and British International Photos

Europe's Mastery is Germany's Dominant Aim

Based on an article in "The Daily Telegraph" by that journal's Diplomatic Correspondent, Mr. Victor Gordon Lennox, what follows is a revelation of a constant quality in German political aims.

On the surface there is much to distinguish the Nazi Reich from the Germany of the Kaiser. On one point, however, the Pan-Germans and the Nazis would be at one—the belief in an inevitable struggle between Germany on the one hand and Britain and France on the other, and coupled with this belief, the conviction that out of such a struggle one side or the other will emerge so overwhelmingly triumphant as to crush the vanquished out of existence.

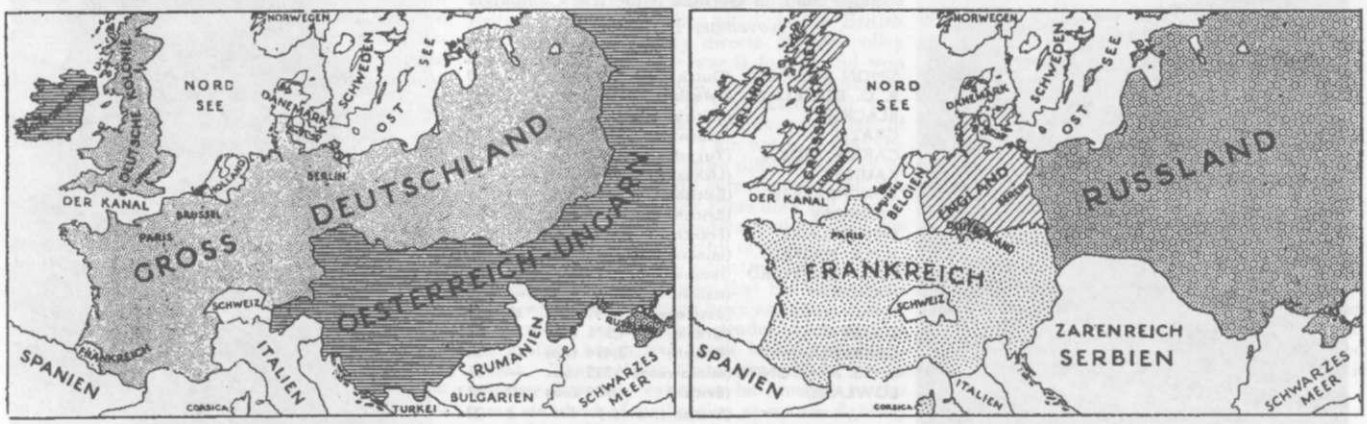
If the theory of a persistent strain in German politico-military thought be accepted, the maps reproduced in this page which were printed in Germany in 1915 and freely distributed in Holland during the Great War, not only illustrate graphically the state of mind then existent in Berlin, but they provide interesting material for consideration in 1939 by Germany's friends and foes alike.

Look first at the map on the left, which shows the sort of Europe which the Germans hoped to establish on the morrow of victory. What would the Russia of today think of the quaint conception that had the Central Powers won the war of 1914–1918, her total European territories were to be limited to the Crimea? Germany's eastern frontier, it will be seen, was to be carried far beyond that which Poland had achieved in 1772, and a huge Austro-Hungarian state was to extend even beyond this. Belgium was to be obliterated, and so, too, was France, with the exception of a tiny Basque province. The British Isles were to become German and Austrian colonies. Turkey was to gain the restoration of her territories in Europe, and that the map was drawn early in 1915 is obvious from the fact that no retribution against Italy or Rumania for entering the war on the Allied side is indicated.

In the other map we have the reverse of the picture. The Allies have won the war, and have imposed the sort of peace the Germans apparently thought fair and reasonable in the circumstances. Germany has been reduced to a state half the size of Switzerland, situated in Thuringia. Belgium—observe the subtle propaganda aimed at retaining Dutch benevolence—has absorbed Holland. England has become once again a Continental Power, having taken over all Germany north of Frankfort-on-Main and Dresden, and stretching as far east as the Oder; furthermore, all Denmark except Jutland, with indisputable control over the entrance to the Baltic, also falls to her share. France is still more swollen, occupying all south-west Germany, Austria, and a large part of northern Italy—a broad warning to the third member of the Triple Alliance. Tsarist Russia receives eastern Germany, and the Balkans plus Hungary are handed over to the domination of the Serbs.

This fantasy of Imperial Germany may be compared with that of the Nazi Reich. At the time of the Munich Crisis in 1938 a leaflet was published by the Nazis for circulation among the Sudeten Germans giving a series of maps indicating the successive stages in the march of Nazi conquest. Each map is provided with its date: Spring, 1938, Austria; Autumn, 1938, Czechoslovakia; Spring, 1939, Hungary; Autumn, 1939, Poland. In the following spring Jugoslavia, and in the autumn of 1940, Rumania, Bulgaria, and Turkey in Europe are to be absorbed; and 1941 is to see the incorporation of Denmark, Belgium, Holland, Switzerland, all France north of Lyons, and approximately half Russia in Europe. When this vast scheme has been completed the subjugation of Britain is to be undertaken.

We may judge from the assault on Poland that an attempt is being made to follow this programme, though something seems to have gone wrong in the case of Hungary. But it may be observed that the whole plan breaks down if Britain enters the war before 1942. Thus, that little miscalculation of Von Ribbentrop may have put a stop to what is surely one of the most ambitious, most fantastic plans of conquest formulated in the history of the world.



German maps circulated in Holland during the Great War: (left) if Germany had won; (right) if she had lost.

Britain's War Aims Stated by the Premier

Although the time has not yet come for a definitive statement of the Allies' war aims, Mr. Chamberlain has several times declared the objects for which we are fighting.

Thus, in the House of Commons on September 13, he said: "The people of France and the people of Great Britain are alike determined not only to honour to the full their obligations to Poland, but also to put an end once for all to the intolerable strain of living under the perpetual threat of Nazi aggression. Our French allies are, like ourselves, a peace-loving people, but they are no less convinced than are we that there can be no peace until the menace of Hitlerism has been finally removed. *Il faut en finir.*"

Two months later in his broadcast on November 26, the Premier declared that our war aim is to "defeat our enemy"—not merely his military forces, but "that aggressive, bullying mentality which seeks continually to dominate other peoples by force, which finds a brutal satisfaction in the persecution and the torture of inoffensive citizens, and in the name of the interests of the State justifies the repudiation of its own pledged word whenever it finds it convenient."

Why Germans Don't See the War as We Do

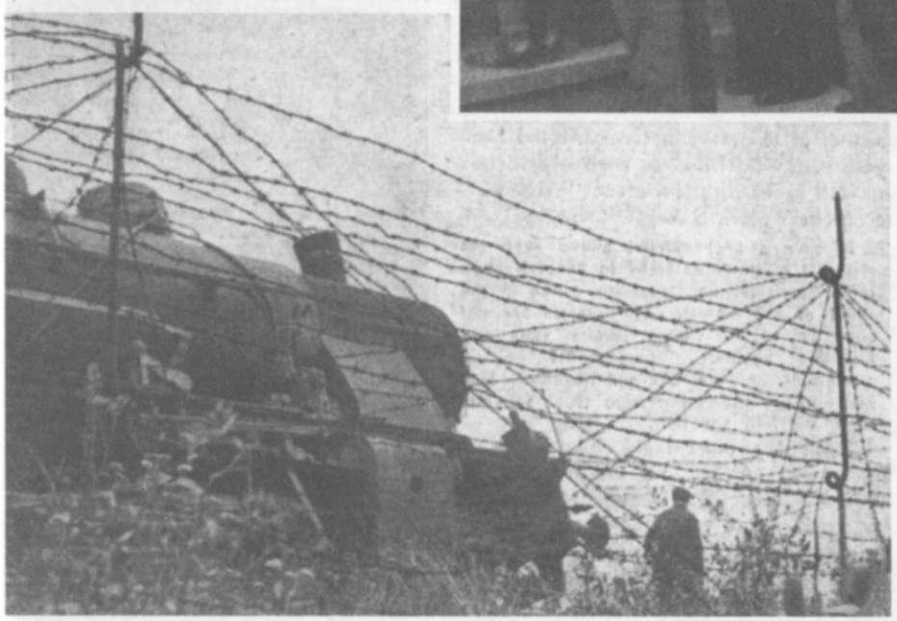
The super-optimist will find little to his taste in this article, but all the same it expresses a point of view shared by many who are intimately acquainted with Nazi mentality and the German people.

HARDLY a day goes by without our newspapers carrying some report of dissensions between the Nazi leaders or Hitler and his military advisers. But it may be suggested that the hope of a German collapse as the result of such dissensions is but an example of "wishful thinking" on our part.

Sure of the righteousness of our cause, convinced of the utter iniquity of Hitler and his "evil men," we like to think that in Germany there must be many who share our views and who are looking forward with eagerness to the collapse of the Nazi system. But if we "put ourselves in the other fellow's place," if we endeavour to slip into a German's skin and share his very thoughts, we shall probably find that Hitler and Nazism, Germany's cause and the likely outcome of the war, are one and all very different from what they appeared when we looked at them from this side of the Maginot Line.

To the great mass of Germans Hitler may well appear as one of the greatest statesmen and conquerors of all time. Germany, which before his advent was an outcast among the nations, is now at the very pinnacle of material might. Austria, Czechoslovakia, Memel, Danzig, half Poland—all have been incorporated within the bounds of the Reich. The German army, whose very existence had been denied by those who dictated the Versailles Treaty, now swaggers across the Continent as the instrument of the greatest power in Europe. True, the people hoped and believed that war would not come, but here again Hitler's deal with the Soviet has removed the menace of war on two fronts, and after three months the soil of the Fatherland has been cleared of the French invaders.

On the home front, too, the German worker may be lulled by the blandishments of the Nazi spokesmen. Listen to Dr. Ley, leader of the Labour Front, as he addresses the German people over the wireless. The war is going so well that rations have been increased. Unemployment has vanished, production has vastly increased. Wages are to be maintained. The eight-hour working day is to be increased to a maximum of ten hours, it is true, but hot meals are to be served in canteens established in every factory. There will be bonuses at Christmas, extra money for night and holiday work, and holidays will be granted again as from the beginning of next year.



These two photographs recently smuggled out of Germany throw an interesting light on the internal condition of the country. In the top photograph a queue of respectable working-class folk are waiting to obtain the bare means of subsistence at a public welfare station. Immediately above is a German railway fenced with barbed wire, not against foreign enemies, but against sabotage from within. Hundreds of miles of track are thus protected.
Photos. Keystone and E.N.A.

Assured of employment and a reasonable standard of living, guaranteed against invasion, and tasting in anticipation the fruits of the alliance with Russia, why should the German people, it may well be asked, consider for a moment a return to the days of the monarchy?

Even if the seeds of disaffection and revolt were present on a large scale in Germany it is difficult to think of a way in which the revolution could be prepared for and actually begun. "In order to stage anything of the kind," wrote the Munich correspondent of the Belgian paper "La Libre Belgique" on September 20, "malcontents would first have to get together. But if three Germans who dislike the present regime wanted to confer, they would have to feel absolutely sure of one another, which is just what nobody is . . . Is anyone going to believe that a few German men and women, armed with halberds and banking on the chance that their numbers will swell en route, are going to march on the Reich Chancellery to demand the abdication of the Fuehrer? The German, on the other hand, who would publicly declare that 'il faut en finir with this regime' would be considered as either delirious, demented, dead drunk or out to commit suicide in a novel way. Bound and gagged, he would be handed over to the police, or his audience would take to their heels in a panic."

Reports of monarchist tendencies, of serious disaffection, of the clash of rivalries in the Nazi Party, may be said to play into the hands of Dr. Goebbels, even if they are not directly inspired by him—as has, indeed, been suggested. The spies of the Gestapo, it must be remembered, are everywhere, and the surest way of preventing a monarchist or an anti-Hitler rising is surely to let Goebbels and Himmler know who are those who are thinking along those lines, when the concentration camp, the bullet, or the headsman's axe, will then do the rest.

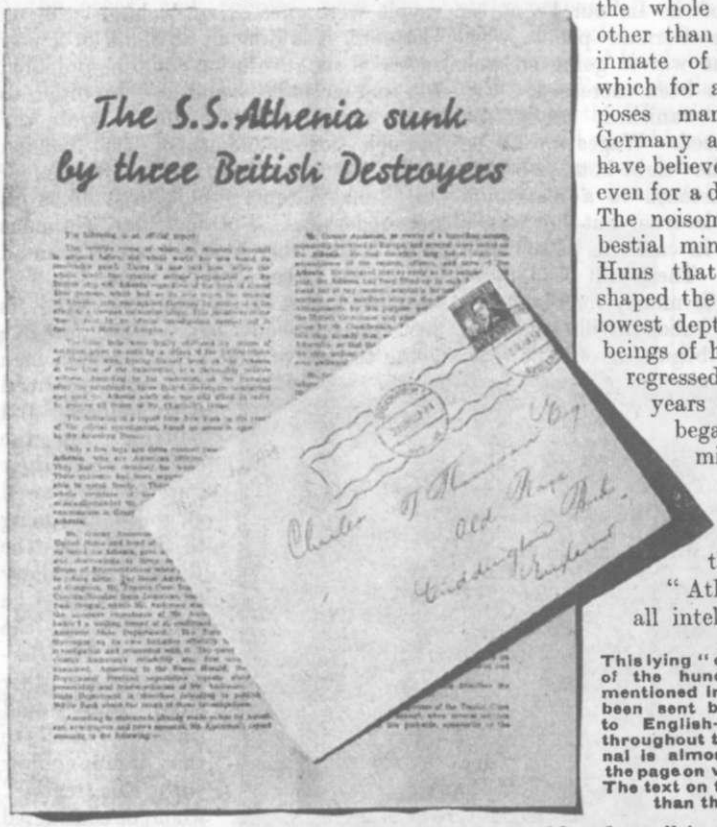
To quote the Belgian writer again, "the state of mind of the German civilian is best summed up in the maxim: 'Obey and live; but obey, too, in order to live.'"

'THE BIG LIE'

And Also Some Lesser Falsities of Nazi Propaganda

By The Editor

SOME of the most sinister passages in "Mein Kampf" expound its author's unswerving belief in deceiving the masses of the people for whom he has the same contemptuous disregard as his even more practised partner in organized oppression, M. Stalin.



This lying "official" leaflet is one of the hundreds of thousands mentioned in this page that have been sent by Nazi propaganda to English-speaking people throughout the world. The original is almost the same size as the page on which this is printed. The text on the reverse is longer than that on the front.

All who have read the strange wild book of the semi-literate agitator which Germany has accepted as its new bible will remember this atrocious example of his callous candour:

> **The masses will fall victims to a big lie more readily than to a small one, for they themselves only tell small lies, being ashamed to tell big ones. Untruthfulness on a large scale does not occur to them, and they do not believe in the possibility of such amazing impudence, such scandalous falsification, on the part of others. Some part of even the most glaring lie will always remain behind, a fact which all associations of liars in this world know only too well.**

A more brutal contempt of "the masses"—especially the mobs of poor deluded youth—who have bowed the knee to this inhuman scourge could not be conceived, and pitiful contempt for such serfs should be the only feeling in those who look upon them objectively. For they too must have read that paragraph. Never did a bandit more truthfully announce his intentions. Rooted in lying and dishonour this evil man's dishonour truthfully stands.

First of his efforts at "untruthfulness on a large scale" since the war began was the incredible assertion that the British ship "Athenia" was torpedoed by the orders of the British Admiralty to bring about a state of mind in U.S.A. similar to that which followed the sinking of the "Lusitania." No human being in the whole Western world other than a German or an inmate of a mad-house—which for all practical purposes many Germans in Germany are today—could have believed in such villainy even for a doubting moment. The noisome abyss of the bestial minds of the Hitler Huns that conceived and shaped the idea reaches the lowest depths to which any beings of human guise have regressed since a million years ago ape-man began to evolve a mind.

We need not recapitulate the circumstances of the sinking of the "Athenia," known to all intelligent persons in the world and to all in Germany in their insensate hate of Britain who have not lost the capacity for thinking. But the dynamic determination of Hitler's propagandists in adhering to the written counsel of their tyrant is exhibited once again in the faithfulness with which they are still spreading the great "Athenia" lie on the "Mein Kampf" formula:

> **If once a propagandist allows even the slightest glimmer of right to be seen upon the other side, he is raising doubt in the mind of the masses. The masses are not able to decide where justice ends and injustice begins. There must be no gradations, only positive and negative; love and hate; right and wrong; truth and lie; never the half and half.**

Within the last week or two many persons in Britain, and unknown thousands who can read English throughout the world, but particularly in neutral countries, have been receiving envelopes from Stockholm containing leaflets in which the lie about the "Athenia" is brazenly reiterated. We reproduce specimens of both in this page. Read the first paragraph and see how neatly it fits in with the devilish commandment from "Mein Kampf" just quoted. The paragraph runs thus:

> **The terrible crime of which Mr. Winston Churchill is accused before the whole world has now found its irrefutable proof. There is now laid bare before the whole world the criminal outrage perpetrated on the British ship S.S. Athenia regardless of the lives of almost 1,500 persons, which had as its sole object the drawing of America into the war against Germany by means of a lie alleging a German submarine attack. This monstrous crime was proved by an official investigation carried out in the United States of America.**

That is "untruthfulness on the large scale," and millions of pounds of money that ought to be buying food for their people are being spent in circulating it and other lies, both big and small, throughout the world. For the Hitler propagandists do not despise the small lies for which their master expresses contempt.

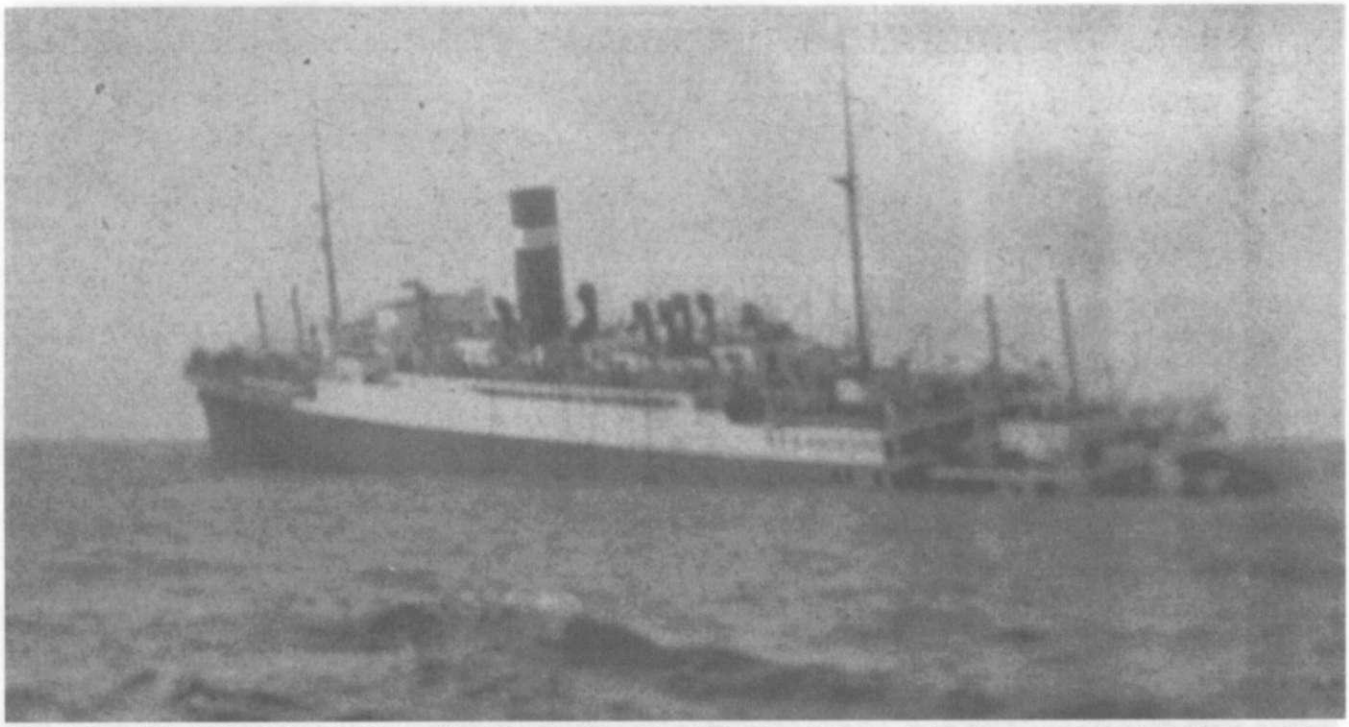
The final paragraph from the Nazi leaflets reads:

> **The British steamer Athenia was sunk by order of the First Lord of the Admiralty, Mr. Winston Churchill. The idea originated in his own mind as he caused this most shocking crime ever devised by human brain to be carried out systematically. Can the British people, in the name of their country, continue to back this criminal?**

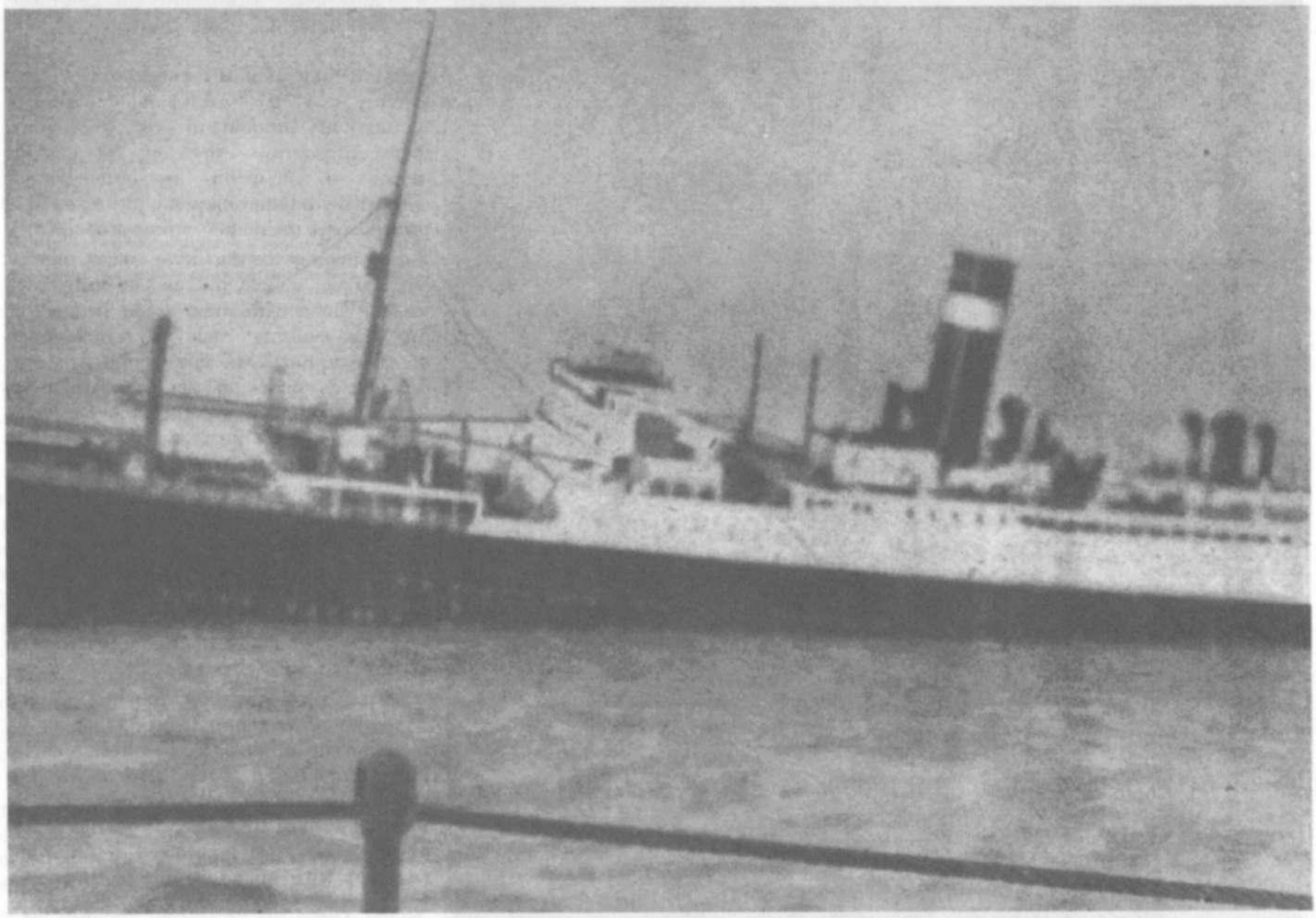
The "Athenia" went down by the stern, as is shown in the two photographs in the opposite page. Here her bow rises high above the water as she makes her last plunge.

Photo, G. E. Withams. Exclusive to THE WAR ILLUSTRATED

How Athenia Sank: Subject of Crude Nazi Lies



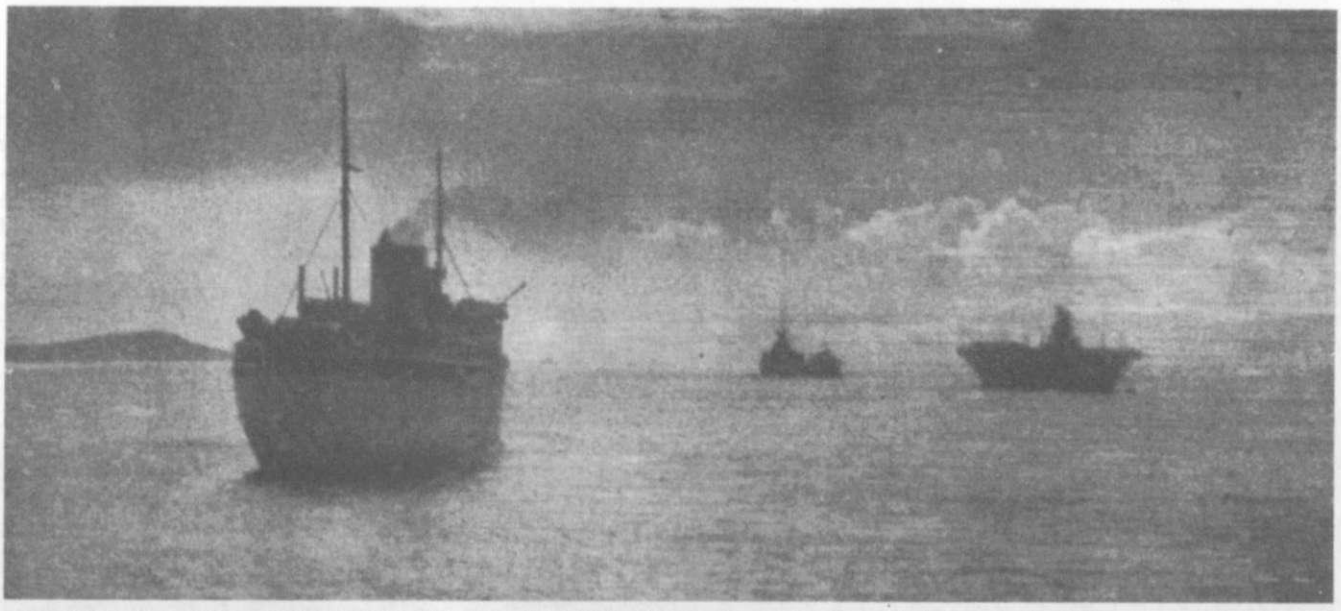
The sinking of the "Athenia," a 13,000-ton ship of the Donaldson Line, 250 miles off the coast of Ireland, was the first piratical act of the Nazis at sea, and though it happened on September 3, the day on which war was declared, the Nazis are still trying, more than two months after, to exculpate themselves by such propaganda as is described opposite. Above, the ship is seen shortly before she sank by the stern, which is already awash. Other photographs of the "Athenia" and the survivors appear in pages 50 and 51.



Apart from the tragedy of the loss of life, the sinking of such a gallant ship as the "Athenia" is an awe-inspiring spectacle. Above is a close-up view of her as she went to her doom. This photograph, showing nearly the whole of that side of the ship on which she was struck, demonstrates beyond a shadow of doubt the falsity of the Nazi lie that she was sunk by shell fire from British destroyers. There is no sign of her having been shelled, and it is evident that she was struck far below the water line.

Photos, G. E. Withams, exclusive to THE WAR ILLUSTRATED

'Untruthfulness on a Large Scale' Exemplified



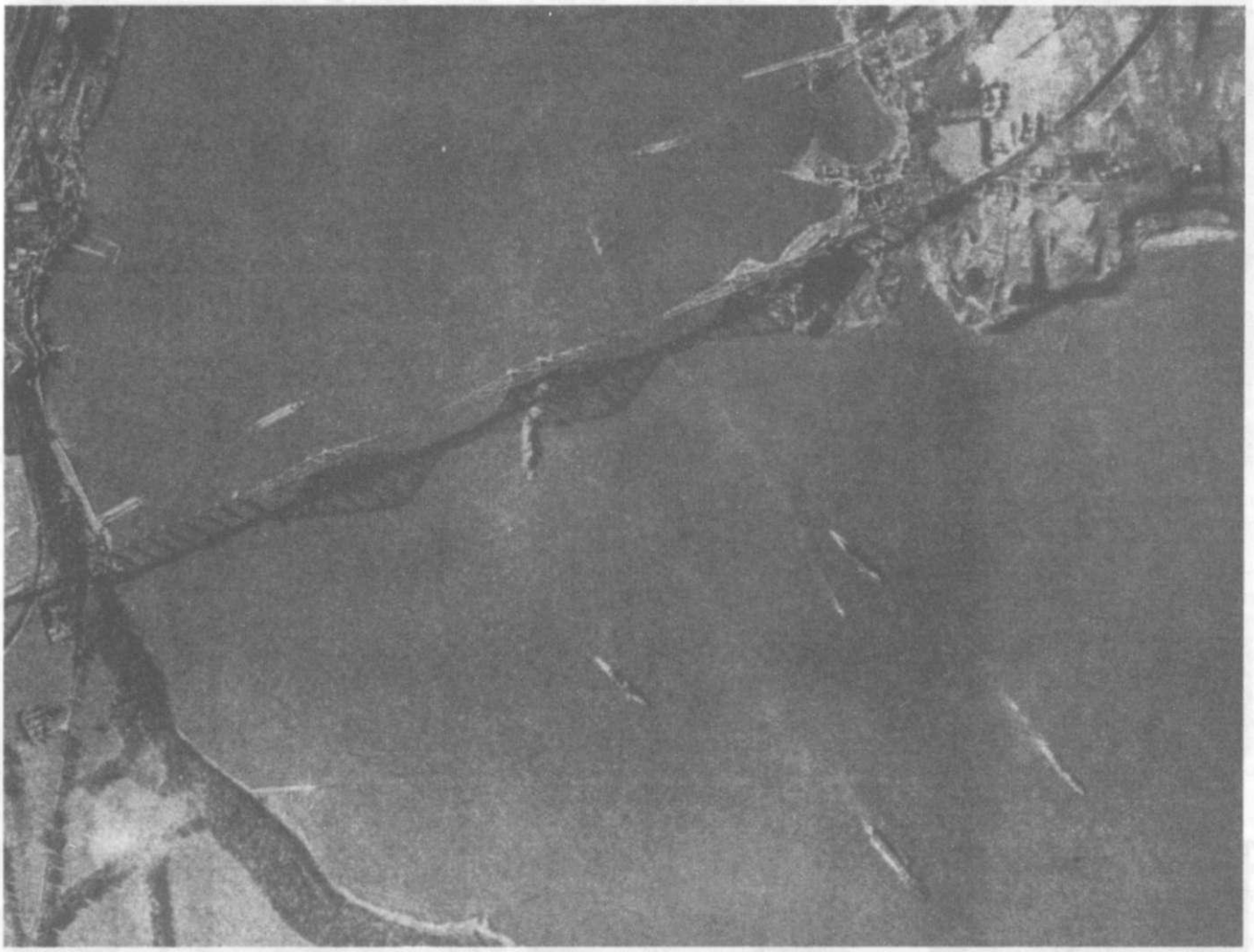
The ridiculous question repeatedly addressed to Mr. Churchill by Nazi propagandists during their broadcasts, "Where is the Ark Royal?" is fully answered by the photograph, above, of the famous aircraft carrier (seen on the right) taken at sea weeks after her alleged destruction. Although even the camera can be made to lie, an artist at work in his studio can more easily imagine scenes which bear only the remotest resemblance to the actualities of war, either at sea or on land. The illustration below shows the futile attempt of a Nazi artist in the German paper "Leipziger Illustrierte Zeitung" to prove with his paint-box and brushes that the "Ark Royal" was sunk.

Into the category of small lies come certain aerial photos of the raid on the Forth Bridge in which the "Edinburgh" was a target. Taking advantage of the curious lighting effect produced by the level rays of the afternoon sun, the propagandists have had this reproduced "the wrong way up," and, so distributed throughout the neutral press, the ingeniously inaccurate marking of certain details on the prints has induced even certain British newspapers, and even War journals, to print it "wrong-way-up."

By this device the little rocky islet of Inchgarvie, which lies on the immediate east of the central span of the bridge and on the shelving rock of which some of the supports of the bridge are embedded, becomes in the description "a bomb which is exploding not far from the bridge"! "Small lies," indeed, but they may have deceived many simple souls who haven't a large-scale map of the scene to check up the photographic details. So far as H.M.S. "Edinburgh" is concerned, THE WAR ILLUSTRATED published an exclusive photo in page 297, where the vessel is clearly undamaged, and that photo was taken when the attackers were flying away!

Yet again, faithful to their instructions never to allow a glimmer of truth to be seen on the other side, the ludicrous lie about the sinking of the "Ark Royal" is still in vigorous life. We reproduce a very recent photo of that aircraft carrier taken at sea weeks after its alleged destruction, together with an admirable picture by a Nazi artist showing how the deed was done—this being just another proof that an artist in his studio can see what no camera on the spot could register!

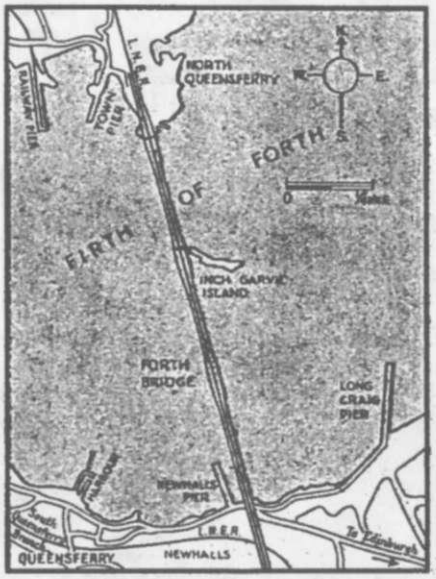
How the Nazis Make Even the Camera Lie

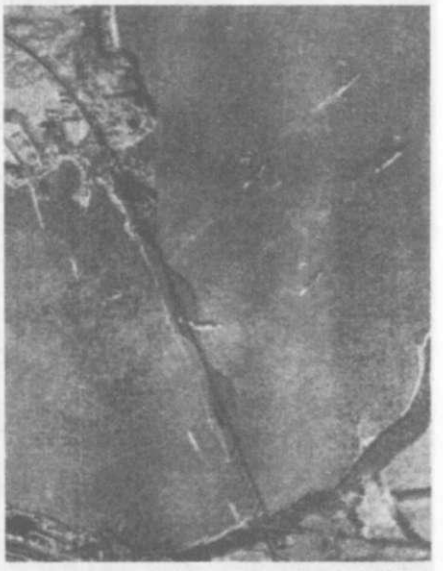


It was a fortunate camera shot, made by a Nazi airman flying over the Firth of Forth, that enabled him merely by wrongly orientating his photograph, to produce evidence that a bomb almost hit the Forth Bridge. At the top of this page is the photograph as it was reproduced in the "Berliner Illustrierte Zeitung," and repeated in many British journals, with what looks like a column of smoke rising from the bridge. Below is the explanation of this astute photographic lie, achieved by turning the photograph wrong way up. Below, right, is the photograph as it should be reproduced, with the north at the top and the island of Inchgarvie beneath the bridge bearing no resemblance whatever to a column of smoke. The map of the area, left, proves that this is the correct position for the photograph.

To us the Goebbels propaganda is futile and funny, but it must be realized that the Berlin Ministry of Propaganda has secured its object since it has inspired among the majority of Germans a flaming hatred of Britain where a year ago little was evident. What we are really up against today is the most evil system of police-spy government known to history. Hitler and his criminal associates impose their will upon their own people—enclosed as they are in an hermetically sealed censorship—both by terror and by a perpetual and consistent stream of large-scale lies which our "confetti raids," as the Nazis term them, have counteracted to a limited extent.

We have attempted no more than to touch very briefly on these few examples of the way in which Hitler's vast and impressive (if somewhat comic) propaganda machine does its work. But it would be no difficult matter to fill many pages of THE WAR ILLUSTRATED with pictures of the splendid fleet of British war vessels that the hysterical little rascal Goebbels has "sunk" to cheer Hitler's blind and faithful serfs "who themselves tell only small lies, being ashamed to tell big ones." And with that "sunken" fleet alone, as Mr. Churchill has well said Britain would be well content to meet the entire Nazi Navy and have a fight to a finish!





First Favourites With French and British

There were famous names among the audience as well as on the stage at the Anglo-French concert and vaudeville show for British and French soldiers given on November 12. Viscount Gort, seen above, was present, and with him were the Duke of Gloucester and the Dominion Ministers. Right, is M. Maurice Chevalier, a "star" as welcome to the British as to the French, singing during the evening.

In the first concert arranged by Ensa—to use the by now generally adopted abbreviation of Entertainments National Service Association—to be given in France, the outstanding "star turn" was Gracie Fields, who, in spite of ill-health and against her doctor's orders, insisted on appearing, and sang twice in one day. Left, is the famous comedienne during one of her turns. Right, is the long queue of British soldiers that waited outside the theatre to hear their favourite.

Photos, British Official: Crown Copyright

We Were On the Mined 'Simon Bolivar'

One of the most shocking tragedies of the war occurred on November 18, 1939, when the Dutch liner "Simon Bolivar" struck a German mine in the North Sea, and sank with the loss of over 120 lives, including women and children. Poignant stories told by survivors are here reprinted from "The Daily Telegraph."

MR. L. VELTMAN, of Amsterdam, a Dutch ministry official in Curaçao, had had experience of mines during the last war. He was so sure that a mine might strike the "Simon Bolivar" that he kept his wife and daughters with him throughout the whole journey. When the first explosion came they were all sitting in the smoking-room on the upper deck. Mr. Veltman said:

"I hustled my wife and daughters into a lifeboat and followed them in as we drew away from the boat-side.

"When we were about 100 yards off, some quarter of an hour after the first explosion, another mine blew up, right amidships. This explosion shattered three lifeboats still swinging on the davits. Glass showered on hurrying passengers, and many were badly cut by flying fragments. Others were flung to the deck by the force of the explosion and suffered broken legs, ankles and ribs.

"I saw a steward flung against the superstructure so violently that he broke his back and died immediately.

"My impression was that this second mine was linked to the first, and that the explosions were caused by a twin mine. I came across examples of this during the last war. The passengers were amazingly calm. The only sign of panic was the screaming of children, but that was natural.

"Three boats were lowered within three minutes of the first explosion.

"Shortly afterwards we and three other lifeboats were picked up by a British patrol steamer. Later they rescued a nun who was blown out of one of the lifeboats with the second explosion and had been drifting on a piece of wood for nearly three hours.

"There were nine seriously wounded in our lifeboats. In our boat was a man with a broken back.

"The wounded were laid on the deck of the rescue ship, and a middle-aged nurse, who was rescued from another lifeboat, made rough splints and dressed wounds with strips of cloth which the crew tore from their clean clothing.

"After she had attended to the wounded she made us cups of cocoa and cheered us up all the way to port.

"There the railway station was turned into a casualty clearing station. Those who were not wounded were given coffee and sandwiches. Blankets were provided.

"Shortly after we were landed an air-raid warning sounded, and we had just recovered from the first shock of our experience when we had to crowd into a bombproof shelter under the station restaurant. We were there for about 20 minutes.

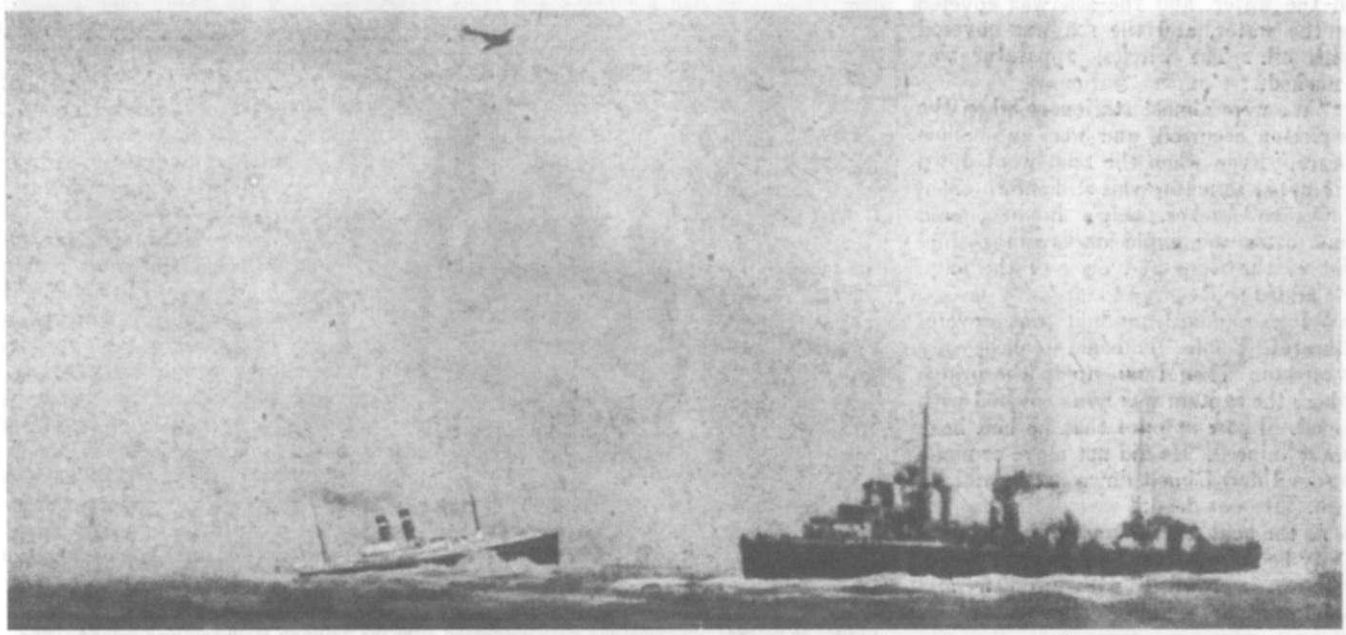
"While I was helping emigration officers to sort out the passengers I saw many of my acquaintances seriously wounded. I saw husbands with their wives and children missing, and wives with their husbands and families gone.

"One man on board had with him his wife and five children, the eldest of whom was only seven and the youngest four weeks. He was holding the hands of two of his children, aged about five and three years. His wife and three other children were missing. As far as we know they have not been found."

MISS ELLA LIEUTENANT, a shorthand-writer from The Hague, a girl in her early twenties who was on her way to the West Indies to become engaged to an officer on an oil tanker, said to me:

"I was in my bunk when the first explosion came. I rushed out into the gangway and said to a steward: 'Has it happened?' He replied: 'Yes, miss, it's happened.' We both knew what the other meant, because we had been expecting it.

"Never have I seen anything like the scene on the deck. Men, women and



The destroyers are the handy ships of the Royal Navy and are called upon to undertake work, often terribly dangerous, that could not be performed by larger warships. Here is such an occasion. A destroyer is approaching the sinking Dutch liner "Simon Bolivar" to help in the rescue work. The photograph was taken from a ship to which the destroyer had just signalled "Keep clear, danger of mines," while she herself dashed full speed ahead on her errand of mercy. **See also page 400.** *Photo, Associated Press*

I WAS THERE!

children were hurled to the deck; wood and glass splinters flew everywhere.

"The first lifeboat I went to was swinging from a single davit. I clambered into a second, and we had just touched the surface of the water when the second explosion occurred.

"I was thrown high into the air and expected to land in the sea. Instead I hit the bottom of the boat I had been flung out of and sprained my back.

"I have had some training as a nurse, and helped the ship's surgeon, Dr. Ebes, to tend to the injured. One was a child of seven months who was held down by a heavy plank of wood. There was so much oil smeared over everything that we could not get a grip on the wood, and it was some time before we could ease the child's suffering. The child's parents were both dead.

"I ripped off pieces of my clothing and helped Dr. Ebes to bind the wounds.

"Eventually we were picked up by a rescue ship. After we were landed there was an air-raid warning, and we were immediately hustled into a shelter. In the darkness I heard a German shouting in German: 'Fritz, Fritz, are you there?' Then he dashed into a corner, where he found his little boy."

MR. J. H. WISTERS, first-class cloakroom steward, said:

"It was as if the ship was lifted out of the water. The master, Capt. H. Voorspuiy was killed instantly on the bridge. It seemed as if the explosion was immediately underneath him. All the oil-pipes burst and people in the cabins were smothered.

"Some of the lifeboats could not be lowered properly and others were affected by the second explosion, which came within 15 minutes. I saw about 80 people in the water, and the sea was covered with oil. The wireless apparatus was smashed.

"We were almost stationary when the explosion occurred, and were in shallow water. Even when the boat went down her upper structure was still showing."

George Anches, ship's fireman, said that after the explosion steam poured out of the sides and deck of the ship. He added:

"I was dazed, and it was several minutes before I could collect my thoughts. Then I ran up to the bridge where the captain was lying covered with blood. I saw at once that he had been badly injured. He did not move or make a sound and I knelt down and examined him. He was dead."

As the boat Anches was in was drawing away he saw another boat being lowered. "It was crowded with women and children," he said. "Then there was another explosion which shattered this lifeboat, throwing them into the oily water. Those who were not killed instantly were stunned and drowned."

MR. WILLIAM COWEN, of Ilford, Essex, an A.R.P. worker, told of a West Indian who, having lost his wife and two children in the disaster, rescued a white child about three years old.

"He was a huge man over six feet tall and wearing a blanket," said Mr. Cowen. "He was carrying the little child and was in tears when I assisted him by taking the child from him.

"He told me that he had lost his wife and children aboard, and burst into tears as he said that he intends to adopt the child he had rescued."

Dr. William Besson's life was saved by his strong white teeth after he had drifted in the water for four hours with a broken spine and a shattered right arm after a vain effort to save his six-year-old son.

Dr. Besson, a medical officer, was sailing back to his post. His wife, four-year-old daughter and son were all drowned.

He said: "I was thrown high into the air by the explosion as the ship struck the first mine. I smashed my spine and my arm as I landed on the deck. The ship's boat we clambered into capsized and I was thrown into the water.

"Clinging to wreckage I drifted for four hours, Then I saw a rope trailing from the side of a British destroyer. I caught hold of it with my teeth and clung to it.

"Then using my teeth and my good arm I gradually hauled myself up. I was too weak to shout for help."

Dr. Besson did not mention how after receiving his terrible injuries he directed rescue operations as he lay in agony on the deck, how he helped his wife and daughter to some drifting wreckage when the ship's boat turned over, how he left their side to plunge to the rescue of his son, who had been swept away by a wave, and how with injuries that would have rendered any man completely helpless in normal circumstances, he swam after the little boy until he could swim no longer.

These things were told by his brother-in-law, Mr. John Davis, a Liverpool University dental student. "His behaviour was heroic and his endurance miraculous," Mr. Davis said.

Dr. Besson, it was stated at the hospital last night, will be from two to three months recovering from his injuries.

ONE of the most remarkable escapes was that of a father and his three-year-old daughter, whom he saved by putting her in a wooden box and swimming behind it for nearly an hour in the oil-covered, icy water.

The father is Mr. Sydney G. Preece.

Scenes of extraordinary pathos were witnessed after the "Simon Bolivar" was mined. The sufferings of those thrown into the icy water were terribly increased owing to the fact that they were steeped in oil. Immediately above, a crowded lifeboat is seen bringing passengers ashore. Top are two piccaninnies in a London Hospital who lost their parents.

Photo, "Daily Mirror," exclusive to THE WAR ILLUSTRATED

I WAS THERE!

who lives at Maidenhead, Berks. He was returning to Trinidad, where he is agent for two English firms.

Yesterday Mr. Preece's face was still stained brown and his hair matted with oil which he had encountered in his desperate swim. He and his daughter were picked up by a British mine-sweeper.

"The first explosion," he said, "blew me a couple of feet in the air. My child Elizabeth, who had been playing on a rocking horse on the promenade deck, was also thrown on to the deck. My chauffeur, Henry Samuel Batt, tried to help me in finding a place in one of the boats for my child, but passengers were jumping on to each other in these boats, and I decided to wait.

"After the second explosion the ship began to founder, and Batt and I seized a 'bull board,' which is used in a deck game and is like a box. We placed the child inside and pushed the box into the water.

"I jumped in after it and I thought Batt was going to do the same, but I have not seen him since and I do not know whether he is alive.

"I pushed the box with one hand and tried to swim with the other, but the oil which had come from the tanks after the explosion had saturated my clothes and I was being dragged under. At that moment I seized a drifting raft with loops on it. Placing one arm through a loop I was able to hold myself up and steady the box in front of me.

"After about an hour we were picked up by a minesweeper. During the whole time my child behaved remarkably. She was not at all perturbed and at one time she said to me, 'Are we going to Trinidad in this, Daddy?' meaning the box.

Captain Matukura is here seen telephoning from a London hotel after the disaster to his ship. It was his proud boast that nobody even got his feet wet.

Photo, Keystone

Sunk—But We Didn't Get Our Feet Wet

During the week-end of November 18–21 six neutral ships were sunk by German mines off the English coast. The largest of these was the 12,000-ton Japanese liner, "Terukuni Maru," but—in happy contrast to the tragedy of the "Simon Bolivar"—all her passengers and crew were saved. The following stories are reprinted from the "Daily Telegraph" and "Daily Express."

On his arrival in London on November 21, Capt. B. Matukura, of the "Terukuni Maru," said:

"My ship arrived at the Downs at 10 o'clock on Sunday morning, and I waited for a naval officer to come on board to give us our contraband clearance.

"At three o'clock that day two officers came aboard and delivered the clearance papers. On them was written: 'Hold you until northbound route is declared clear.'

"This was in consequence of the sinking of the 'Simon Bolivar,' for ships were still sweeping mines away to give us a clear route.

"I waited for the pilot to take me into London, but it was not until yesterday afternoon, about three o'clock, that two naval officers again came on board and once more gave me permission to fly the special clearance signal, and also route instructions.

"Again I waited for a pilot, and felt it was getting rather late for us to proceed from the Downs to London, as we wished to navigate only during daytime, owing to the danger from floating mines.

"The pilot did not come until this morning, when, about 8 o'clock, I signalled for him to come aboard. He immediately joined my ship. We left the anchorage at about half past eight, following the route as instructed.

"I stationed five men as special look-outs for floating mines, and steamed at my ordinary speed of 15 knots.

"We never saw a mine, but at 12.53 we struck one and there was a terrific explosion, Nos. 2 and 3 holds being damaged. It was the first-class passengers' lunch-time, and three out of the total of 28 were slightly injured by the dishes striking their faces. I was standing on the bridge and was unhurt.

"Out of my crew of 177, only three or four were slightly injured. Including the pilot, there was a total of 206 aboard.

"The pilot immediately suggested to me that we should beach the ship, as we were in a narrow deep passage between two shallows. I agreed, but the explosion had been so heavy that water had come into the engine-room and we could not use the engines any more.

"Forty-two minutes later, at 1.35, all eight boats which I had ordered to leave the ship were away. All the passengers and crew and even a passenger's pet dog were safe.

"I think there is no doubt that our look-out system was so good that had there been any floating mines we should have seen them, and it must have been an anchored mine which we struck. The weather was calm and visibility good. Nobody panicked, and when I left the ship, the last to do so, everyone was safely in the boats."

Here the stern of the mined liner is seen a few minutes before she sank. She went down by the bows, her stern rising high above the sea, and the propellers are already out of water. One of the ship's lifeboats, on the left, is still alongside, while on the right are boats that have come out from the shore and taken off some of the passengers.

Photo, Associated Press

I WAS THERE!

Every British sailor will pay tribute to the captain, officers and crew of the "Terukuni Maru" for having maintained the highest traditions of the sea when their ship, bound for London and so close to her destination that the pilot was on board, struck a mine and sank. It was instantly obvious when the explosion occurred that passengers and crew must take to the boats, but there was not a suggestion of disorderly scramble. As can be seen in this photograph, the boat's crews lined up as if they were at boat drill before going to their stations.

Photo, Associated Press

Mrs. Helen Swailes, wife of a chief petty officer, who lives in Aberdare, said:

"I was pacing the deck with my dog Nutty, thinking that if we were struck I was at least safe on the upper deck, when there was a shattering explosion in the forward part of the ship. Nutty jumped and yapped with excitement.

"We were immediately ordered to our stations. There was no panic whatever. The oldest British passenger on board, Mrs. Huntley, aged 70, was magnificent. To all the passengers she said, 'We must remain calm.'

"While she was waiting to enter a lifeboat she carefully adjusted her hair.

"Major Ferguson, who had come from Singapore, asked me where my lifebelt was. I said, 'It is below, in my cabin.' He rushed downstairs and forced his way into a water-logged cabin and got one for me.

"Nutty was the first to leap into the lifeboat. We were under the care of a Japanese coxswain. I shall never forget that man's behaviour. Although blood was streaming down his face, he gave all his orders quietly and calmly.

"Within a few minutes we were taken aboard a drifter. The crew gave us rum and coffee. Nutty wagged his tail in delight when he was given some meat.

"Among those injured was a member of the Japanese Embassy. As he passed me on a stretcher he smiled and said, 'I am so sorry, madam.'

"Mr. Whiteway, of the Colonial Office, was also injured. Twenty-five minutes after the liner was struck every boat was clear of the wreck. We watched her heel over on her side."

Kawasima, junior second engineer, said:

"The explosion flung me into the air about a foot and knocked me over. The whole time the captain stood on the bridge while the stern of the ship rose in the air and the bows went beneath the water, until the sea lapped the foot of the bridge.

"Fuel oil flowed all over the engine-room, and sea water began to pour in. I just had time to go to my cabin and grab my overcoat and a few belongings before getting into one of the boats. The sea was quite calm."

The lifeboats of the "Terukuni Maru" were lowered with commendable promptitude, for when a sinking ship has a pronounced list to either side the launching of them becomes extremely difficult, or even impossible. Here it has been successfully accomplished, and the boats are taking on board the last of their complement.

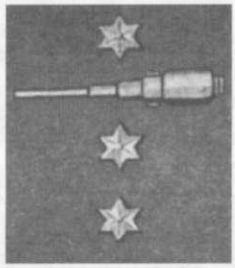
Photo, Associated Press

Badges of Proficiency and Trades in the Forces

Specialists of the Royal Navy

Gunner's Mate

Gunlayer 1st Class



Captain of the Gun, 1st Class

Rangetaker, 1st Class

Torpedo Gunner's Mate

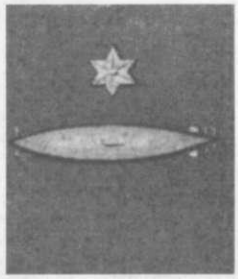
Torpedo Coxswain

Gunlayer 2nd Class, same as Gunlayer 1st Class, but with top star only. Seaman Gunner same as Captain of the Gun, but with top star only.

Rangetaker 2nd Class has the same badge as Rangetaker 1st Class but with top star only; Rangetaker 3rd Class has no star.

So many and so varied are the occupations represented in the ranks of the Army, Navy, and Air Force that it is impossible in this page to give more than a selection. Those chosen, however, are among those which are most commonly encountered, and concerning which, therefore, the layman is usually in need of guidance. A distinction may be drawn between badges of proficiency, in which there is often an indication of the superior qualifications of the holder, and those badges which indicate a specialist in a particular line of professional activity.

Leading Torpedoman



Seaman Torpedoman

Diver

Leading Telegraphist

Petty Officer Telegraphist's badge has a crown above instead of stars. Telegraphist's badge is the same as Leading Telegraphist's, but with one (upper) star only.

The Army—Skill and Proficiency

Best Swordsman in each squadron

1st Prize Gunner

Bugler

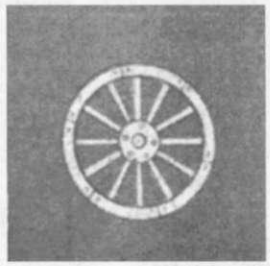
Gunlayer

1st Prize Driver

Best shot of Warrant Officers (Class 2), Sergeants and Lance-Sergeants of a Battalion

Armourer-Sergeant; Machinery Artificer; Machinery Gunner and Smith

Driver in Royal Tank Regiment

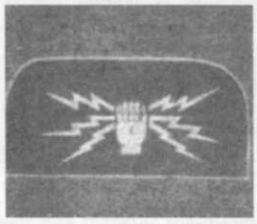


Wheeler and Carpenter

Pioneer in Light Infantry and Rifles

2nd Prize Gunner has a star instead of a crown. Buglers in rifle regiments have a badge of two interlocked bugles. Lewis Gunners wear Gunlayer's badges with L.G. Pioneers in Grenadier Guards and Fusiliers have a grenade instead of a bugle; in Coldstream Guards, a rose, and in Scots and Irish Guards, a star.

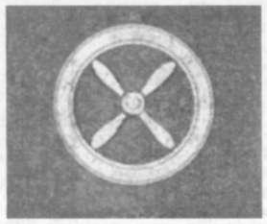
Specialists of the Royal Air Force



Wireless Operator

Physical Training Instructor

Air Gunner



Apprentices and Boy Entrants

Member of Central Band of R.A.F.

OUR DIARY OF THE WAR

Sunday, November 19

Reported that 120 Czech students had been executed by the Gestapo, and many thousands transported, following riots on Independence Day.

Six enemy aircraft sighted off South-East Coast, and unidentified machines over Firth of Forth area.

Grenade attacks on the Western Front.

Five more ships reported sunk by German mines off the East Coast, namely, Swedish "B. O. Borjesson," "British "Blackhill," Italian "Grazia," British "Torchbearer," and Jugoslav "Carica Milica."

British steamer "Pensilva" torpedoed.

Lithuanian vessel "Kaunas" reported sunk by mine near Zeebrugge.

Both Dutch and Belgian Governments protested at flights of belligerent 'planes over their territories.

Paris announced that in the last four weeks the tonnage of German merchandise captured exceeded by several thousand tons that of French merchantmen lost through enemy action.

Mr. Eden broadcast a speech in French on his visit with Dominion Ministers to France.

Capt. Knudsen, master of Danish vessel "Canada," sunk on November 4 near the Humber, declared that this was due to a "magnetic" mine.

Monday, November 20

S.S. guards reported to be in control of Prague.

Admiralty announced that German aircraft made an unsuccessful attack on British destroyer in southern North Sea.

German aircraft, seen over Kent, Essex and Thames Estuary, chased out to sea by British fighters. One, a Heinkel bomber, was later proved to have been shot down. No bombs were dropped.

Enemy aeroplane appeared over the Orkneys and was beaten off by anti-aircraft fire.

German reconnaissance 'planes made a number of flights over France, including Normandy and Rhone Valley.

Twenty-two survivors of British steamer Arlington Court," torpedoed off Irish coast on November 16, were landed.

British trawler "Wigmore" reported sunk.

German aeroplane shot down over Holland by Dutch Air Patrol.

Reported by London agents of Royal Netherlands Steamship Co. that the number of those lost in the "Simon Bolivar" totals 83.

Reported from Capetown that the German liner "Windhuk" had slipped out of Lobito, Portuguese East Africa, refitted with full armament of a raider.

Tuesday, November 21

Gestapo announces arrest of man alleged to be responsible for Munich bomb explosion, and also of two British "confederates."

H. M. Destroyer "Gipsy" struck a mine off East Coast and was later beached. There were 40 casualties.

Japanese liner "Terukuni Maru" sunk off East Coast by German mine.

Premier announced that, as reprisals to German violations of international marine law, exports of German origin or ownership will be subject to seizure on the high seas.

R.A.F. fighters shot down a Dornier 17 reconnaissance bomber off Deal.

Enemy aircraft appeared about 7 p.m. over East Coast. Fighter aircraft went up and anti-aircraft batteries engaged them. Coastal defences and a German seaplane fought a machine-gun duel. No bombs were dropped.

German Heinkel bomber sighted over Sutherland. Enemy machines were seen over the smaller islands of the Orkneys.

Admiralty announced loss off East Coast of minesweeper trawler "Mastiff" by German mine.

Paris reported air engagements on Western Front. German reconnaissance 'plane brought down over French lines. Two fighters brought down in flames over enemy lines. Heinkel bomber pursued out to sea and brought down by British fighter.

THE POETS & THE WAR

IX

THE SECRET WEAPON

By "Lucio" (Gordon Phillips)

I have a weapon, he said, that none shall use
As we shall use it, unmoved by mercy or ruth;
Be ours the devices of darkness that blind and bemuse—
Let us make war on Truth.

Mangle their bodies if so it will serve our aim,
March them away to their doom in its various kinds.
We shall survive; for our further shelter and shame
Let us mangle their minds.

Let the lie be their master; in action as speech
Let falsehood be now and for ever our weapon of worth;
Let it ring round the world with our shadow and reach
To the ends of the earth.

Let us hector and bully, forswear and denounce and accuse,
Till the hearts of all peoples are sickened and darkened in sooth.
I have a weapon, he said, that none other shall use—
Let us make war on Truth.

—*Manchester Guardian.*

Three Fleetwood trawlers, "Thomas Hankins," "Delphine" and "Sea Sweeper," reported sunk by enemy action.

Finnish steamer "Asta" seized by German warship near Aaland Islands. This was the 16th Finnish ship detained by Germany.

German cargo steamer "Rheingold" brought as naval prize into Scottish port.

Wednesday, November 22

France decided to take measures of reprisals against German breach of mines law similar to those announced by British Government.

Six German aircraft made a bombing attack on the Shetlands. An R.A.F. seaplane lying at its moorings was set on fire. No British casualties.

Enemy aircraft appeared during the day over East Coast and Thames Estuary. One raider driven almost on housetops by R.A.F. fighters.

During Wednesday night enemy aircraft approached South-East Coast; one shot down over the sea by anti-aircraft fire.

Six German aircraft shot down by Allied aircraft over French territory, including three Messerschmitts. Another Messerschmitt was shot down by anti-aircraft guns.

Air Ministry announced that R.A.F. aircraft made successful flights on Monday and Tuesday over Stuttgart, Frankfurt, Hamburg and Bremen.

Italian steamer "Fianona" struck by mine during Tuesday night off S.E. coast of England, but did not sink.

Paris announced that two U-boats had been sunk by French torpedo-boat.

Admiralty announced that German freighter "Bertha Fisser," which had been masquerading as "Emden I" and also as Norwegian ship "Ada," had been intercepted near Iceland. Her crew tried to scuttle her, the ship ran on the rocks, and her crew were picked up by the intercepting warship.

Sir John Simon broadcast an appeal to the British public to save and lend to the Government.

Thursday, November 23

Admiralty announced that H.M. minesweeper "Aragonite" had been sunk by a mine.

Proved that **magnetic mines had been dropped by parachute from German seaplanes** over Thames Estuary and S.E. coastal waters.

Six vessels reported sunk by mine or U-boat action around British coasts: British steamers "Geraldus," "Lowland," "Darino," and trawler "Sulby"; Greek steamer "Elena R."; French trawler "Saint-Claire."

Air Ministry announced that **R.A.F. in France brought down seven enemy bombers.**

Unidentified aircraft passed over North Scotland.

Rumanian Cabinet resigned.

Dutch Government lodged a protest against British and French blockade.

Total of dead in Bohemia and Moravia following suppression of Czecho-Slovak demonstration said to be 1,700.

It Is Said That . . .

Only five Germans in 100 are allowed rubber or substitute rubber overshoes.

Ten thousand Rumanian Iron Guards have recanted in writing.

Goebbels recently appeared before a Berlin tribunal, charged with breaches of discipline.

There is now in Germany an official list of those allowed telephone communications with foreign countries.

"Britain has now become the field of war, and this is only fair, because this is Britain's war." (German broadcast.)

Eighty women were imprisoned at Eger, Bohemia, for complaining in the streets that they had no food for their families.

A 3-oz. tablet of soap substitute, obtainable by ration card, must last an adult German for one month.

Hitler's weight is going down. Is it through worry or slimming?

Russia's interests may soon clash with Germany's as regards Baltic trade.

American popular opinion has linked Hitlerism and Stalinism as common enemies.

German authorities tried to prevent the arrival in Poland of the International Red Cross.

"Fascism remains anti-Communist, but it also remains obstinately anti-democratic." (Signor Gayda.)

Nazis are deporting 2,000 Jews a day to the Jewish reserve which it is intended to establish in Poland.

The percentage of sick men from the Siegfried Line is causing anxiety to the German military authorities.